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11.30 „ to 12.45 p.m.... „ 15 „
12.45 p.m. to 1.15 „ ... „ 10 „
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5.00 „ to 8.10 „ ... „ 10 „

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¥ 14.95	Mukden „	Ar.	11.35 „	„	
	„ „	Lv.	12.50 „		
¥ 11.50	Changchun „	Ar.	7.10 a.m.	Friday	
	„ (Russian Trains)	Lv.	*9.00 „	„	
$ 9.60	Harbin „	Ar.	*2.50 p.m.	„	

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
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$ 9.60	Harbin (Russian Train)	Lv.	10.15 a.m.		
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¥ 11.50		Lv.	4.45 „	Friday	
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	„ „	Lv.	1.05 „	„	
¥ 14.95	Dairen „ (S.M.R. Trms.)	Ar.	9.20 „	Fri.	Wed.
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$ 60 / £ 12 10 / ¥ 118	Tsingtao „	Ar.	Forenoon	Mom.	Fri.
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CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,

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THE VOLUME, which consists of 491 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

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SURGEON'S THEORIES UPSET

ASTONISHING RECOVERY FROM WOUNDS.

During the present war, medical men have reported many remarkable cases of the recovery of wounded men—cases where a fatal termination seemed inevitable—but it is doubtful, says *The Star*, if there has been any as astonishing as the case of Private G. A. Dawson of the 10th Yorkshire Regiment, who is now in the King George Military Hospital, Stamford-street, S.E. Private Dawson has created so much interest among members of the medical profession that he has been seen by scores of leading surgeons.

Enough shell has been removed from Private Dawson's head to kill many men. As Kipling said of the late Lord Roberts:

If you stood 'im on 'is 'ead,
You could spill a quart o' lead.

But with it all, this Tommy is able to sit up in his bed, and he is one of the brightest and cheeriest souls in the ward.

Private Dawson, who is the son of a newsagent of Bishop Auckland, Durham, went to France with his regiment last year and, after serving five months in the trenches, he was wounded on December 12th. He was in a village behind the lines, which was being shelled, and before he could get to his "dug-out," a shell knocked him out. Unconscious, he was taken to the base hospital, and there, from a great hole in the centre of his forehead, directly above his nose, there was removed a large piece of shell, a piece of wood and part of his cap. For twenty days Dawson hovered between life and death. His face became swollen and black, and nothing the surgeons could do seemed to reduce the swelling. On December 31st Dawson was removed to a hospital at Boulogne, and there he was put under the X-rays immediately on his arrival. In the private's left cheek was found a large piece of shell, which must have entered through the hole in the forehead and passed down the side of the nose.

On New Year's Day Private Dawson was operated upon again, and this piece of shell, which weighed 2½ ounces, was removed by the way it had entered, so that there should not be a scar of any sort on the private's cheek.

The piece of shell—about a quarter of an inch thick, with torn and jagged edges—is a relic prized greatly by Private Dawson. Another remarkable feature about the case is that, by a further operation at the King George Hospital, the sight of his left eye was saved. To use his own expression, the piece of shell, when passing into his cheek, "turned the lens of my left eye over." A celebrated ophthalmic surgeon has righted the lens of the eye, and in a few days Private Dawson will be able to see again with his left eye.

MONROE DOCTRINE.

PERILS OF THE FUTURE.

Writing in the *Nineteenth Century*, on "The Monroe Doctrine and the Great War" Mr. Moreton Frewen says it will be surprising if, with peace concluded and Germany terribly impoverished, that country does not, her fleet still in being, at once pick a quarrel with the United States. Nor, were Germany unsuccessful in such a raid, does she risk any reprisals on the part of America. The Monroe Doctrine was from the very first dependent on Britain's sea-power for its maintenance, and to-day this was infinitely more the case than ever before. It would have to be abrogated, or, failing that, travel the whole road to an alliance between our nations. Had such an alliance existed in 1914 there could have been no war. The Monroe Doctrine had imposed a veritable strait-waistcoat on Germany, shutting her out of her place in the sun, filling her people with rage and fury against England and those fleets which alone prevented Teutonic expansion into Cuba and South America, and filling Central Europe, conscious of disease, unconscious of the remedy, with a homicidal mania.

England should decide at once whether she intended after this war still to buttress the Monroe Doctrine, or whether in the event of its infraction by Germany our attitude would be neutral. If America and the British Empire decided to close their ports to German shipping and their ships to German goods and passengers, then the sea would have closed over the grave of the German merchant marine, and there would be no German Dreadnoughts, New York could sleep in its beds, and the Monroe Doctrine would endure at no cost to America, fully equipped, unchallengeable.

"THE OBSTACLE TO PEACE."

GERMAN CHANCELLOR BLAMES GREAT BRITAIN.

The following statement attributed to the German Chancellor, is clearly another clumsy German effort to sow discord among the Allies by attempting to show that only England stands in the way of peace:—

NEW YORK, January 31st.

Dr. von Bethmann Hollweg, the German Imperial Chancellor, recently called into conference the leaders of the various party groups in the Reichstag and gave for their edification a "frank outline of the situation" as it appeared to him and presumably to the German military authorities.

His observations are now reproduced for the benefit of the American people in the *Deutsches Journal* by the managing editor, Gustav Schweppendick, who has been acting as Berlin correspondent of the "New York American." The *Deutsches Journal* is a daily newspaper published in New York by Mr. Hearst. Mr. Schweppendick states that the views of the Chancellor were communicated to him by one of the party leaders present at the conference.

Dr. von Bethmann Hollweg devoted the burden of his remarks to Great Britain. "Great Britain," he said, "is the obstacle to peace. She hopes to starve Germany into submission. We will meet her on the economic battlefield."

The Chancellor is reported to have then proceeded as follows: "There have been no official peace overtures or negotiations so far. There have been, however, unofficial conversations by persons without official standing. These people were as a rule financiers of high international position. The conversations took place in Switzerland and Sweden principally. It was the general impression of the participants that all the warring nations would willingly enter into peace negotiations except England.

"NO GREAT BATTLES UNLESS—"

"England is compelling her Allies to refrain from entering upon any peace movement. Having failed to crush Germany by armed force, she hopes to succeed in an economic war. For this reason the war will probably last for some time. I am telling you this as we may as well be prepared for it. We must safeguard our food and other supplies. We must be independent of all overseas trade controlled by Great Britain. Fortunately a road has been opened to the Orient by our victorious Army. This will make the economic war much easier.

"The military situation could not be better. While we have not any too much food we have enough. The only thing we need is rubber. We shall not give up for the lack of a few rubber bands.

"It is my impression that there will not be extensive field operations for the present. Even if we occupied more of the enemy's territory it would not alter the situation so far as England is concerned. We may straighten out our lines and improve our position in the west, but generally speaking no more great field battles are probable." Here the Chancellor paused and added, "unless a campaign be embarked upon that will strike a vital blow at England."

Mr. Schweppendick shows that whatever the object of his disclosures, which were doubtless intended to assist the German plan of representing Great Britain as the enemy of peace, the Emperor's military advisers fully appreciate that British sea power is destined to be the determining factor in the war.

He quotes "high military officials" as saying to him, "Germany could take Paris. It would only be a question of how many men we are willing to sacrifice. But that would not bring England to terms and, therefore, would not end the war. We could take Petrograd. But suppose we drove the Tsar out of his capital Great Britain would not care. We could drive the Italian Army into the sea, but it would make no difference to England.

"The more territory we occupy the thinner our lines and the greater our difficulty in supplying them. Going ahead on such lines would help England more than us."

Mr. Schweppendick, who returned to New York a few days ago, declares that the foregoing statements by the Chancellor and a high military official accurately reflect German sentiment. He proceeds: "People want peace. I do not mean that they are willing to surrender. Far from that. But they are in a reasonable spirit. A party of Germans in the street will meet several young men who have lost a leg or arm or are otherwise maimed.

"There are hundreds of thousands of such men. 'What a pity that fine young men must sacrifice their limbs,' one will comment. 'What are we fighting for? We went into this to defend our fatherland; we have kept the enemy out and have even occupied his territory. The best thing now would be an honourable peace to stop this sacrifice.'

"HOW LONG?"

"I heard such comment everywhere. Everywhere the all-important question is. How long is the war to last? The spirit seems different from early days. There is no ostentation of grief, no despair, no abatement of patriotism. I should say that the humane side, which was submerged in the first days of the war, has again come to the surface.

"The people are appalled. No one expected the war would last long. But the casualties have passed all expectations. This is as true of France and other Allied countries as of Germany. You see no more surging of crowds when the soldiers leave for the front, no more joyful singing. The Germans are undaunted, but they have settled down to a realization of what war really means.

"It is common talk that the world's financial leaders are seeking a means for an early peace; it is an open secret that the former Chancellor, Prince Buelow, participated in conversations in Switzerland.

"But above all is the belief that England is the one nation which must be whipped since Great Britain insists upon prolonging the struggle. Germany will make any sacrifices needed in this regard."—*Daily Mail.*

GERMAN OFFENSIVE IN THE WEST.

DECISION AT ALL COSTS.

What is the menace of the offensive which led the enemy last week to attack the French lines at Neuville St. Vaast and at Frise, in the bend of the Somme, with isolated and tentative thrusts at some points of our own front? (asks a correspondent writing from British Headquarters on February 10th). That question must dominate the thoughts of all people who are trying to forecast the history which is still unwritten—with what letters of blood!—in the year of fate. For the complete answer to it we should need to look into the minds of the German General Staff, and to read without illusions, without self-deception, and without mercy by the inhuman brain of this machine. There are, however, various facts and signs which point towards an answer—not quite certainly, but with some assurance.

It is certain anyhow, that the enemy is aware of the increasing strength of the British Armies on the Western front. They know that our lines are continually being reinforced by large bodies of trained men. They have seen the constant arrival of new batteries and the steady increase in the supply of shells, which during recent months has enabled our gunners to maintain a terrible bombardment upon their trenches and positions. And lately the passing of compulsion and the steady flow of recruits in England have warned them that as the months pass the forces arrayed against them will be too strong to break, whatever strength is left to them. All those corroborations must stare in the eyes of the German General Staff.

But what do they see and hear within their own armies? Their censors read hundreds of thousands of soldiers' letters, whereas we read only a few captured on German dead and German prisoners. If those hundreds of thousands are anything like the few that have fallen into our hands they must be like a great wail of agony rising from tortured souls. For these German soldiers, in spite of censorship and discipline, cry out against the intolerable conditions of their life, and against the fatality of victory in far places, where there can be no end of the war, while the line stands stationary on the Western front. "If there are piles of corpses," wrote one of them, "we must try to break through, because otherwise life is unendurable."

HUMAN WASTAGE.

The German General Staff watches the wastage of the armies, and has calculated to a day how long that drain of blood can go on until the end must come. They have watched the *moral* of their men weakening and the human material of the armies deteriorating in physique and in training. They know that to ensure a victorious peace they must strike a decisive blow before the stores of good material still in hand—the human material, which they use ruthlessly as so many instruments of killing power—is utterly used up. Behind them are the German people—the old men, and the women, and the men who work in the factories of war—and the German people, after eighteen months of false hopes, are clamouring also for the decision which will bring peace.

It is to get this decision at all costs which is the probable cause of the attacks on the Western front. It is against France, which has fought with heroic recklessness and suffered tragic losses of manhood along a front of 550 miles, month after month, for a year and a half, that the enemy has struck savagely. If Germany could only give France a deathblow the decision might be won.

What of her chance? I have been to many parts of the French line, and only recently to Neuville St. Vaast and the lines around Arras and the country of the Somme, where I talked with many French officers and men and saw the spirit and organisation of their great army. It does not seem to me that the enemy has any chance of breaking through. By concentrating his guns upon a small part of the front and hurling a mass of men at a position lavishly bombarded, it is always possible for the enemy, as well as for ourselves, to capture the front-line trenches and to take a number of prisoners. But that is not "breaking through," as we found to our cost in our own attacks, and the slaughter that follows is a great sacrifice of men which cannot be spared by those whose manpower is not increasing.

IGNOMINIOUS FAILURE.

This war has proved the strength of defence, and if the Germans take the offensive they must pay the price, which to them will surely mean death unless all our calculations are false. I was told that one of our men recently killed forty Germans with his own hand by touching the trigger of a machine-gun. In that fact alone is the whole secret of this war. Given enough machinery, no human courage can live within the zone of fire.

So it is that recent German attacks upon our line have failed ignominiously. Only a few men dared to come out of their trenches to face those sweeping scythes of bullets from our machine-guns, and in a moment or two they were cut to pieces. The attack upon the front-line trenches, prepared by terrific bombardment, succeeds only as far as those trenches. When it goes beyond the registering of the artillery behind it breaks against the defence and becomes a shambles. That has been all our experience and the enemy has no other magic to destroy this law.

This year will bring many great massacres of men but having seen the strength of our armies and of our French Allies, it is inconceivable to me that the enemy should break through on the Western front. It is perhaps the last venture of desperate men, who must end their business, whether they win or lose.

The *Agenzia Liberras'* Basle correspondent says that the new Zeppelins are unsatisfactory. A dozen were destroyed or seriously damaged in the preliminary trials. Thereafter the design was modified, but three were destroyed and four seriously damaged in the recent raids on England, Paris and Salonika.

NEW ASEPTIC CURES.

IMPORTANT DISCOVERIES BY FRENCH DOCTORS.

Observations made by the French Medical Staff during the present war have led to a growing disbelief in antiseptics and a greater value being attached to asepticism of the most rigorous nature. At the last meeting of the Academy of Sciences, Professor Pierre Delbet, who enjoys a high scientific and practical reputation in the medical world, read a paper on the result of experiments which he has made in this field. The result is remarkable.

He found that the action of the usual antiseptics on pus, immerged therein, was often next to nil. In some cases the antiseptic appeared rather to favour the development of toxic germs, and in none was the sterilisation higher than 50 per cent. A solution of carbolic acid only sterilised half its volume of pus twice out of five times. Ether sterilised twice out of eight times, sublimate twice out of nine, and oxygen solution twice out of twelve times. In certain points the microbes instead of being killed multiplied to an extraordinary degree, and the Professor attributes this to some chemical transformation similar to that observed in the white of egg, which is a bad substance for culture of streptococci until it is watered with Dakin's liquor, when it at once becomes excellent.

The conclusion he arrives at is that by employing hypochlorides there is a risk of increasing the production of microbes by destroying the living cells—i.e., the reparative action of phagocytose—and, therefore, it is wiser to confine oneself as much as possible to aseptics, to avoid antiseptics, and to encourage phagocytosis by the use of appropriate substances.

The Paris correspondent of *The Standard* has heard of a new serum discovered by a doctor who was employed at a hospital in the Vosges, which he claims to be almost specific against the dreaded "Gangrène gazeuse." It has been subjected to a considerable number of tests by different doctors on cases that were considered absolutely hopeless, and except in two cases of tetanus the lives and limbs were saved, and recovery rapidly set in, accompanied with an increase of weight of more than two pounds a day, on an average, in many patients. The same preparation is also found to be efficacious in advanced tubercular phthisis. Further experiments, however, and a longer period of observation will be necessary before the definite value of this "plasma polymineralisé," as it is called, can be ascertained.

FOOD OF THE GODS.

PROFESSOR BOTTOMLEY ON BACTERISED PEAT.

In his lecture at King's College, Professor Bottomley spoke about "Food Supply in War Time." He said that our methods of agriculture had led us into such a condition that we never have more than two months' food supply in England. He believed that it was the old story, "We have land, have brains, but we do not care about science." He went into statistics of imports of grain and the agricultural work that was being done in different countries, and showed that although England could supply itself from outside because of its command of the trade routes, the central countries could go on producing their own food for a long time because of their greater care of agriculture. We could do it if we willed.

Professor Bottomley has often shown the way that peat when treated by bacteria can make plants grow until they are really wonderful, and in his lecture he explained why it cannot be taken up at present. It is a matter of labour. "England has 17,000,000 acres of unused land, which exceeds all the agricultural land of Belgium, Holland, and Denmark put together. Ireland has the peat, and if only the two lots of unproductive land could be brought together something great would result."

Recently he had got an offer from Manchester to try his laboratory methods on a large scale. The corporation owns Chat-mosa, 2,500 acres of peat-land, and it also has 1,300 allotment-holders, who are doing their best to provide food on rather poor soil.

FAR EASTERN MEN AND THE WAR.

Mr. Robert Davidson, of the Chinese Maritime Customs Statistical Department, has been granted a commission as 2nd Lieutenant in the 9th Royal Scots.

News has been received that Mr. Arthur Piercy (from the office of Messrs. Jardine, Matheson & Co., Ltd.) has been promoted to Lieutenant. He served as 2nd Lieut. in 2nd Cheshire Regiment in Flanders, France (including four days' battle at Loos), and Egypt, and is now with the Salonika Force.

HONGKONG POLICE RESERVE.

PLATOON PARADES.

C—Central. W—Water Police. J—St. Joseph's College.

Tuesday, March 14th:—No. 1 Co. (3 and 4) at C. No. 2 Co. (3) at J. No. 1 Co. (2) at W.

Wednesday, March 15th:—No. 3 Co. (2) and No. 2 Co. (4) at C.

Thursday, March 16th:—No. 3 Co. (1 and 3) at C.

Friday, March 17th:—No. 1 Co. (1) and No. 3 Co. (4) at C.

Parades at C. and J. at 5.30 p.m., at W. 5.45 p.m.

N.B.—The Alteration in Parades of No. 1 Co. (1) and No. 3 Co. (3).

DRILL CUP.

At Central on Saturday, March 18th, commencing at 2.50 p.m. Uniform, Caps and Covers, Rifles and Ammunition. Team Commanders wear Helmets and Spikes.

MOUNTED PATROLS.

Riding Master Gegg, whilst attached to the Police Reserve, will hold the temporary rank of Inspector.

Sergeant-Major Roylance will retain his rank whenever doing duty with the Mounted Patrols, and will rank same as Chief Inspector.

F. C. JENKIN,
D.S.P. (R.)

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—2nd-Corpl. W. Brown is granted leave of absence from 31st May, 1916, to 11th September, 1916.

Sapper J. Tewnan is granted leave of absence from 1st April, 1916, to 1st April, 1917.

Sapper A. G. Warren is granted leave of absence from 1st June, 1916, to 9th September, 1916.

RESIGNATION.

2.—No. 1759 2nd-Corpl. T. Young is permitted to resign, on leaving the Colony, dated 11th March, 1916.

BELCHER'S SECTION.

3.—Drills, all members, 7.30 a.m. Tuesday, 14th, Thursday, 16th, and Friday, 17th inst.

Sub-calibre practice at Stonecutters on Sunday, 19th inst. Parade at Blake Pier at 8.15 a.m. Uniform: Khaki drill tunic and shorts, puttees, black boots, coat and cap.

MUSKETRY.

4.—Musketry, Part II (Standard Test), for all Trained men and Recruits who have not fired it this season will be carried out at King's Park Range as follows:—

Wednesday, 15th inst., at 3.30 p.m.
Saturday, 18th inst., 2.30 p.m.

O.Cs. concerned will see that every member of their Co. or Section who has not completed his Musketry Course this season fires on one of the above dates. Corpl. Grimes, R.E., will attend. Uniform (Drill order) to be worn.

PARADES.

5.—Parades for to-day.

7.00 a.m. Members of Signalling Section and other Signallers, as detailed in Signalling Section order dated 8th December, 1915—Morse flag practice at Headquarters.

5.15 p.m. Centre Section M. G. Co.—Inspection of arms, ammunition, equipment, and uniform at Kowloon Docks. Launch leaves Statue Pier at 4.30 p.m. Dress, etc., Khaki drill jacket and shorts, great coat (rolled), puttees, black boots, cap, rifle, side-arms, bandolier, belt four pouches, 150 rounds ball ammunition, haversack, and waterbottle.

5.15 p.m. Nos. 1 and 2 Sub-sections Arty. Batty. (as detailed in Corps order No. 4 dated 30th December, 1915—10 pdr. gun drill at Headquarters. Sergt. Bradley, R.G.R., will attend.

5.15 p.m. Right Section M. G. Co.—Section drill and Musketry exercises on Cricket Ground.

5.15 p.m. Left Section M. G. Co.—Machine-gun instruction at Headquarters (not on Kennedy Road Range, as last week).

5.15 p.m. Recruits of all units—Squad drill and Rifle exercises at Headquarters under S.-M. Higby and one N.C.O. from Right Section M. G. Company.

5.15 p.m. Stretcher Bearer Section—Instruction at Headquarters.

DETAIL.

6.—On duty until 17th inst.—H.K.V.R.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

NOTICE.

UNITED SERVICES HOCKEY LEAGUE.

The following have been selected to represent the Corps in a match *v.* Royal Engineers at Happy Valley on Tuesday, March 14th:—Lc.-Cpls. Viveash and Edmonds; Ptes. Sara, B. Johnson, Hamilton, Mitchell, Brayshay, Brand, Dyer-Ball, Sim, Evans. Bully-off 4.45 sharp. Play in white.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, COMMANDING.

DETAIL.

On duty till the morning of Friday, 17th inst.—"A" Co.

Orderly Office—Lieut. J. O. Hughes.

PARADES FOR TO-DAY.

"B" Co. Dress: Drill order. Kowloon Dock and Taikoo Sections on the Polo Ground at 5.30 p.m. Remainder on the road outside the Law Courts at 5.15 p.m.

POSTINGS.

Pte. W. G. Baker, having joined, is allotted Corps No. 594 and posted to Co. "A" Section 4.

Pte. W. Johnson, having joined, is allotted Corps No. 595 and posted to Co. "A" Section 4.

REVERSION.

Sergt. W. H. Prowse reverts to the ranks at his own request.

G. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.C.

NOTICE.

Before the parade of "A" Co. on Friday, 17th inst., it is proposed to have "A" Co. (Old Organisation) photographed at 4.15 p.m. All members of "A" Co. (Old Organisation) are particularly requested to attend at that time.

A SENSATIONAL STORY.

Mr. M. Donohoe has obtained a sensational story from Miss Lamos, an American, who is a survivor from the passenger steamer *Brindisi*, which was travelling from America with about 400 Montenegrin reservists on board, and was sunk by an enemy submarine in the Adriatic. Miss Lamos says many Montenegrins on board vowed that if the vessel was torpedoed they preferred suicide to an ignominious death by drowning, and they kept their word. While the *Brindisi* was settling down scores of Montenegrins gathered aft, sang the National Anthem, and shot themselves. Miss Lamos jumped overboard, and after swimming in ice-cold water reached a plank. Others did likewise, till the plank was overloaded and became submerged. There was a terrible fight amongst many to retain the coveted plank, but others succumbed to the cold. Miss Lamos, who wore a heavy overcoat, was alone when rescued.

STRANDING OF "AUSTRALIAN TRANSPORT."

ASHORE FOR 26 DAYS.

At the Marine Court yesterday an enquiry was held into the circumstances attending the stranding of the *Australian Transport* on the Sama Sana Island, off the west coast of Formosa, on the 4th January, Commander C. W. Beckwith, R.N. (Harbourmaster) was President of the Court, and the other members were:—Commander F. Gibson, R.N. (H.M.S. *Tamar*), Commander Wellesley Davidson, R.N.R. (master, *Empress of Russia*), Lieut.-Commander McMurray, R.N.R. (H.M.S. *Whiting*), and Mr. W. McGhie (master, *Glewogle*).

Mr. W. B. Hind appeared for the master and officers of the ship.

The enquiry was held at the request of the master.

Frederick Robert Clark, master of the *Australian Transport*, read a statement to the Court. He said, *inter alia*:—The vessel is a steel screw steamer of 3,012 net registered tonnage and 4,773 gross, and was built in 1911. We left New York on the 8th October, 1915, laden with railway material on deck and under deck for Vladivostock *via* Cape of Good Hope and Batavia. We left Batavia on the 23rd December. As soon as we got clear of Luzon, the wind increased from the North-East, and blew from a strong breeze to a moderate gale. There were also heavy squalls and a heavy sea. We were pitching heavily and shipping water fore and aft. My position by observation at noon on the 3rd was N.12 39' and longitude 120 12' east. The position according to dead reckoning was 120 48' east and 20 15' N., showing a set of current about North 54 West and a distance of 42 miles. This I ascribe to the equatorial current. The weather from noon on the 4th was: gales with heavy rain squalls, and I was unable to get any sight whatever. My position at noon on the 4th, according to dead reckoning, was 21 42' N. and 121 07' E. I then proceeded to lay a course to clear the Island of Boto Tobago by 10 miles. The weather continued as before, with constant heavy squalls and continuous rain. At 3 p.m. I thought I saw Boto Tobago about 6 or 7 miles away a little before the beam, and I saw what appeared to be a heavy squall hovering over the land. I judged I was in this position because we were in comparatively smooth water, and I judged we were under the lee of the island as the wind was blowing from the North-East, which confirmed my position as laid down on the chart. At about 5 o'clock I began to experience heavy seas again and I judged I was clear of the Island, and at 5.30 I altered my course to N. 22 E. compass course (N. 27 true course). I held this course for 3 miles, then at o'clock I altered it again to N. 32 East compass course (37 E. true course), which course I held for 6 miles. At 7 o'clock I laid the course N. 45 true course (N. 41 east compass course), to pass between Boto Tobago and Sama Sana Island, giving to Sama Sana Island a clearance of 10 miles from the Island, which is 3 miles from the broken water shown on the chart. The weather continued moderate gale with frequent squalls and almost continuous rain. I thought this clearing was sufficient, as I did not expect any westerly set after once passing the south cape, the current on the chart being N.N.E., and I thought if I had experienced any westerly set on the 4th I would have sighted the Vele Vetee Rocks on the south cape of Formosa. The Chief Officer left the bridge at 8 o'clock and the Third Officer took charge. I remained on the bridge until 10 p.m., when I went to my room to change into dry clothes. I remained in the chart-room until 10.45. At 10.45 I went on the bridge and saw the Third Officer and told him we must be clear of Sama Sana and that he was to call me if he saw anything. I then went to lie down. At this time I had been constantly on deck since entering the Apian Pass and had not had my clothes off for 4 or 5 days. The next thing that I heard was the telegraph ringing full-speed astern and the ship grounded immediately. I have been 40 years at sea, and been master for the last 14 years. The only accident I have ever been concerned in was in 1905 while entering Liverpool Harbour on the White Star steamer *Georgia* when she went ashore. There was no enquiry into this accident. The ship was in charge of a Trinity House Pilot. I attribute the grounding of the ship to the fact that there was a strong set to the North-West, instead of the North-Easterly set, which I expected. All the observations taken were taken by myself and by my officers independently. On coming on deck I saw a light on my port bow. I immediately took precautions for the safety of the ship and crew. I fired distress signals and a boat came from a steamer which turned out to be the *Bujia Maru*, and I was then told that I had struck Sama Sana Island. On coming on deck I ordered the holds to be sounded, and finding that the No. 1 hold was rapidly filling, I put the engines full-speed ahead, as I was afraid that, as it was blowing heavily at the time, my ship would back off and sink in deep water. Assistance was sent for. The weather continued bad and nothing could be done until the 8th, on which date I began to jettison the deck cargo with a view to refloating the ship. All boats immediately after the ship stranded were lowered to the rail ready for immediate use, and lifebelts were served out to all members of the crew. On the 9th I got two wires ashore and made them fast to boulders so as to keep the ship in position.

In answer to the President, witness further said that the ship struck at about midnight on the 4th January, and it was impossible to do anything until the 8th, there being a heavy surf running. On the 8th the deck cargo was jettisoned, and they continued until the 16th. The cargo was railway material, waggons, and barbed wire. He cabled to his agents at Taipeh, that it was unsafe to jettison further cargo. The cargo did not float away and they were building it up around the ship. Considerable difficulty was experienced by him, as they could not work the derricks on account of the height of the cargo on the decks fore and aft. The tug *David Gillies* arrived, with Captain Arthur on board, and it was arranged to charter a steamer to take off some of the cargo. They could not get anything suitable, and he decided to take the risks and continue jettisoning the cargo, as the weather was threatening. On the 30th January the ship floated. The ship was towed round into the anchorage at Namuryau Bay, and remained there until they got the ship on an even keel, on 9th February. She was 9ft. by the head when she came off, and the No. 1 hold was full of water. The bottom was knocked up from the stem for about 80ft. The No. 2 bulkhead was well shored up to strengthen it, and, to avoid risk of the bulkhead giving way, the water in the hold was sub-divided by breakwaters into eight divisions. The water at that time in the hold would be about 18ft. All the work had to be done by divers. On 7th February he considered the ship was in as seaworthy a condition as was possible in the circumstances, and he decided to make for Tak Han Cove, to get coal and provisions. They remained until the 10th, when he made for Makung, in the Pescadores, which was a good harbour. They left on the 15th, the weather being fine, and arrived in Hongkong at 8 a.m. on the 17th, under their own steam. Great care was exercised in navigating the waters near Formosa owing to the paucity of the charts.

Mr. W. W. Thomson, second officer of the *Australian Transport*, stated that he was on watch on the afternoon of the 4th January. When the Captain, who was on the bridge, sighted Boto Tobago, witness did not agree that it was Boto Tobago, but he noticed that the sea became smoother.

Mr. G. N. Potts, the third officer, who was on watch at the time of the accident, said that at about 11.56 p.m. he noticed a white, blurred light on the port bow, and took a bearing. He also saw breakers ahead, and informed the Captain. He rang for full speed astern, and about a minute afterwards the ship grounded. The Captain then came up, and took charge. He swam through the surf and took a line ashore.

Evidence was also given by a coloured seaman, named James, and the Court adjourned till 11 o'clock this morning.

HONGKONG TENNIS TOURNAMENT.

RESULTS OF YESTERDAY'S GAMES.

Four games were played yesterday in the Hongkong C.C. tennis tournament, including two exciting contests in the Championship Singles, the surprise of which was the defeat of Kent by the Rev. Cooper-Hunt. The results were as follows:—

CHAMPIONSHIP SINGLES.—Capt. Milner Jones beat Wong Po Keung, 3-6, 3-6, 6-1, 7-5, 6-1. Rev. Cooper-Hunt beat N. E. Kent, 2-6, 4-6, 7-5, 6-2, 6-3.

HANDICAP DOUBLES.—Claxton and Sewell (scratch) beat Glaister and Pentreath (rec. 3-6), 6-1, 6-2.

MIXED HANDICAP DOUBLES.—Mrs. Crawford and F. Sutton (rec. 3-6) beat Mrs. Forsyth and L. N. Murphy (owe 1-6), 6-1, 6-0.

THE YUE HING APPEAL.

MR. POTTER'S DEFENCE OF "LEE" AND "MA."

"LEE HYSON IS NOT A LUNATIC."

Mr. Potter addressed their lordships in the Yue Hing appeal case yesterday, directing his attention particularly to facts. Their lordships, he said, had heard a good many hard names used towards "Lee" and "Ma." They had heard "Lee" and "Ma" and some of the shareholders in the Company called pirates, puppets, satellites, creatures and what not; but they had only heard the petitioners' point of view and nothing else. The present respondent's case, beginning at the beginning, was that the Company was formed with the object of, and did carry on, a *bona fide* opium business. There was no allegation in the petition, nor, at all events, in the evidence, that the Company was formed or was promoted except to carry on a *bona fide* business. There were transactions in the books which could not be impugned. It was not correct to say that that was a fraudulent Company.

The President.—Mr. Sharp said there were suspicious circumstances when the conspiracy commenced in March 1913.

Mr. Potter agreed, and then went on to deal with the opium market at the time of the commencement of the alleged conspiracy. At that time the opium market was a very limited one; there were only 3,500 chests of opium in the Colony. Another fact which he thought was important and relevant was that they could trace every chest of opium going between that Colony and India, or anywhere else. He would also like their lordships to remember that Lee Hysan had never denied that he bought Yue Hing opium; he admitted that he had purchased a considerable quantity of it which originally belonged to the Yue Hing Company.

The President questioned whether this was a proper thing to do; to buy opium from a Company of which he was a Director.

Mr. Potter said that Lee Hysan was entitled to do this under the Articles; and added that the allegation by the other side was that Lee Hysan did not buy the opium but that he stole it, and that he was responsible for a fraudulent conspiracy. Again referring to the opium market at the time, Mr. Potter said that Chinese, and people of other nationalities in the Colony bought opium at a margin, held out for the rise, hoped it would rise, and speculated accordingly. The whole foundation of the charge against Lee Hysan was that certain people, knowing he had Company's opium in his possession, made out a case of alleged fraud against him, which had no foundation in fact. It was an easy matter to do this because he was Director of a company and had the opium in his possession. As late as January 21st, 1914, Lee Hysan had opium, and, according to the petitioners' evidence, they got him in a corner and said.—"You swindler, we have got to get that opium back from you or you will go to gaol." But what did the "guilty" Lee Hysan do? He went and deliberately bought another twenty five chests of the Company's opium, which they found he was labelled with in Apcars books, so that he could not tamper with that. And Lee Hysan, he would remind their lordships, was not a lunatic; very far from it. Counsel asked their lordships to bear in mind that the petition was started by a man resident in Macao, and who had never appeared in that Court to take part in the proceedings. It was a remarkable thing that no more responsible person could be found to file the petition, and why, when the petition was filed the whole thing was financed by "Koo." Counsel referred their lordships to the position of the Company towards the end of 1912, when these alleged swindles took place. The opium market was in a precarious condition, and it was looked upon as being very precarious by the Banks in the Colony, and they could not get better indication. At this time the Yue Hing Company had substantial overdrafts from the International Bank and the French Bank who held opium as security. Pressure was brought to bear, and during this period they found that Lee was the optimist and "Koo" the pessimist regarding the future of opium. "Lee" was for holding out despite Bank pressure for the liquidation of the overdraft, some amounts were paid in, the French bank sold some of the chests of opium held as security, and the International Bank received two payments of cash. It was at this time that "Koo's" $100,000 was paid into the International Bank as collateral security. What "Lee" really did was to save the Company a large sum of money. "Koo's" $100,000 released some chests of opium which were sold and the money found its way into the coffers of the Company, but they heard nothing more of the $100,000.

The appeal was again adjourned.

AT THE MAGISTRACY.

$3,000 FINE.

Carrying a tin of vaseline and a basket containing various articles, a Chinese revenue officer challenged the carrier, a woman, as to the contents. The woman commenced to run away, but was caught, and in the basket, hidden beneath pig skins, was found a quantity of opium worth $306.

The woman was fined $3,000 with an alternative of six months' imprisonment.

Another Chinese who was charged by Revenue Officer Wilden with being in possession of opium worth $134 was fined $1,300, with the alternative of three months' imprisonment.

SOMEWHAT CURIOUS.

A Chinese who was charged with stealing a quantity of tea from the Wing Lok Street wharf told the Magistrate that a Chinese who caught hold of him asked him to hold two packages of tea, and just afterwards handed him over to an Indian constable and charged him with the theft. On being searched at the Police Station the arrested man was found to be in possession of a very accommodating knife which formed the subject of a second charge. The knife, he said, was given to him by a man who came up and said it was his when he was under arrest.

A lot of evidence was taken, Inspector Brazil mentioning that defendant was a banishee and had been imprisoned for theft eight years ago.

The case was adjourned.

THE GERMAN NAVY TO THE GERMAN ARMY.

[THE GERMAN FLEET HAS RETURNED TO ITS BASE.—*Daily Press.*]

O our brothers in the trenches, we have swept the Northern sea,
With our mighty hulls of battle we have challenged, but in vain;
Up and down we searched the sea-roads, but we found them clear and free
As we walked the lonely waters in a dawning wet with rain.

On the bloody slopes of Verdun lie the German dead in rows,
We are driven on to slaughter, huddled close, half mad with fear;
And we see ravines before us where a crimson streamlet flows
From a dam of tangled horror that collapses as we near.

Ship on ship we left the harbour and we passed the kindly land,
And we braved the fog-veiled ocean, where the hostile warships hide;
With our fifty ships of power, stripped and ready, grim and grand,
Went we forth to seek the Lion and to smite him in his pride.

We are weary, deadly weary, of the famine and the pain,
Of the stench and thirst and bloodshed and the awful hail of shell,
Of disease that's bred by corpses that lie rotting in the rain,
And the moaning, shicking wounded, slowly dying where they fell.

So we came back to the harbour from a foe that would not fight;
We have shown the wondering neutral that our seamen know no fear;
And we watch the tumbling waters of the grey, deserted Bight
As we wait the day of battle, when the British ships draw near.

In our thousand here we perish, midst these ditches ripped and scarred,
Strike and help us, brothers, help us! What the use of tales like these?
Why such boasts of vain endeavour while our ports lie locked and barred?
'Tis our food-ships, not our war-ships, that must freely walk the seas.

YIMKIN.

TURBULENT SCENES AT A "PEACE" MEETING.

Considerable disturbance was witnessed last month at a meeting organised by the Clapham branch of the I.L.P. at Morris Hall, Clapham. Miss Catherine Marshall attempted to speak upon the Military Service Bill. When she tried to refer to the bill someone shouted, "It ought to have come ages ago." There were loud cheers, and from all parts of the hall came such statements as "We ought to have had it at the beginning of the war," and "Why didn't we take Lord Roberts' advice?"

When it became known that there were a number of soldiers outside, there were shouts of "Let the soldiers in." The door stewards refused to do, and there was a scrimmage near the entrance. Eventually a couple of Canadian soldiers forced their way in, but the stewards barred their comrades from gaining admission.

Later the Canadians got round to a side of the hall and suddenly a curtain at the back of the platform was pulled on one side, and a number of khâki-clad men appeared. After considerable disturbance the chairman gave up the attempt to hold the meeting. Then a Canadian, backed up by Australians, New Zealanders, South Africans, and other soldiers, took possession of the platform, and commenced a meeting of their own. "No peace meetings shall be held," shouted the soldiers vigorously. Considerable crowds had gathered in the street outside, and when the soldiers left the building they were heartily cheered.

INTIMATIONS

LANE, CRAWFORD & Co.

JUST RECEIVED:

ANGLO-ORIENT

SEAMLESS REVERSIBLE

CARPETS AND RUGS.

TWO WEARING SURFACES INSTEAD OF ONE
IN CHARMING COLOURINGS AND DESIGNS.
THEY ARE OF

BRITISH MANUFACTURE

BOTH

DURABLE AND INEXPENSIVE.

WE HAVE THEM IN
SQUARES 3 by 2½, 3 by 3 and 3 by 4 Yards.
AND

CORRIDOR, HEARTH, SOFA, AND BEDSIDE RUGS.

COLOURED LITHOS ON APPLICATION.

LANE, CRAWFORD & CO.

[21

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return " " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return "	8.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 14TH MARCH, 1916.

6.00 a.m. *KINSHAN.*	8.00 a.m. *FATSHAN.*
10.00 p.m. *FATSHAN.*	4.30 p.m. *HONAM.*

WEDNESDAY, 15TH MARCH, 1916.

5.00 a.m. *HONAM.*	8.00 a.m. *KINSHAN.*
10.00 p.m. *KINSHAN.*	4.30 p.m. *FATSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 19TH MARCH, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 7 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 7 p.m.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. *SUI AN.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [122



Drink Wisely
"MONTSERRAT"
Lime-Fruit Juice.
I don't care two straws for any but MONTSERRAT Lime Juice.
It's a fine healthy, cooling, and refreshing drink, and keeps me fit in the hot weather.
MONTSERRAT is sold by all leading Storekeepers.
369-1

NEW ADVERTISEMENTS

WANTED AT ONCE.

FOR Retail Firm, an experienced BOOK-KEEPER, Portuguese preferred.
"M."
Apply—
Care of "Daily Press" Office.
Hongkong, 14th March, 1916. [412

ROYAL HONGKONG GOLF CLUB.

A COMPETITION will be held over the FAN LING Course commencing on 1st April for a prize kindly presented by H.E. the Governor.

CONDITIONS.—Match play under handicap. Limited to handicaps of 12 and over.
Entrance fee 50 cents per round, the proceeds to go to the War Charities Committee.

Intending competitors are requested to sign their names on the boards at Happy Valley or Fan Ling or to send same in writing to the undersigned, c/o Messrs. Bradley & Co., Ltd., not later than the 25th inst.
T. W. HILL,
Acting Hon. Secretary.
Hongkong, March 14th, 1916. [414

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-FOURTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, Hongkong, on FRIDAY, the 31st March, 1916, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1915.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st March, 1916, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 12th March, 1916. [413

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"ITOLA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the Wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., LTD.,
Agents.
Hongkong, 13th March, 1916. [29

NOTICE OF REMOVAL.

WE have This Day REMOVED Our Offices and Show-rooms from the First Floor to the Second Floor of 10 Des Vœux Road Central,
(Above the Robinson Piano Company).
MOW FUNG & Co.
Hongkong, 1st March, 1916. [300

FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders of 15 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three bilge directing boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the aforesaid engines. Built in 1904 and been in use only 14 months.
1,983 lbs.—Self-Hardening Steel.
1,877 lbs.—L. A. Turning Steel.
926 lbs.—Oval Chisel Steel.
2,896 lbs.—Round Punching or Turning Steel.
and
One Kilos Metal Packing.
Open to Offers.
For further particulars,
Apply to
GEO. P. LAMMERT,
4, Duddell Street.
Hongkong, March 13th, 1916. [411

G. R.

NOTICE.

UNTIL further Notice the Government Dredger "ST. ENOCH" will be dredging an area extending to 300 yards South of the Star Ferry Pier at Tsim Sha Tsui, Kowloon.
All craft are warned to pass outside 100 yards from this vessel and all Steamers must ease their engines to slow when passing within 300 yards of her.
When the Dredger is working she will fly by day a Red Burgee from after-mast and by night 2 Red Lights one at each mast-head.
C. W. BECKWITH,
Commander, R.N.,
Harbour Master, & c
Harbour Department,
Hongkong, 10th March, 1916. [403

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. 77

PUBLIC COMPANIES

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE 32ND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, Chater Road, Victoria, on SATURDAY, the 25th March, 1916, at 11.30 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1915, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 20th March, to SATURDAY, the 25th March, 1916, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 11th March, 1916. [408

HONGKONG ICE COMPANY, LTD.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers at 11.30 A.M. on TUESDAY, the 28th instant, to receive a Statement of the Company's Accounts to 31st December, 1915, and the Report of the General Managers.
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th instant, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 8th March, 1916. [393

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned at NOON on TUESDAY, the 28th instant.
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th instant, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Managers,
HONGKONG FIRE INSURANCE CO., LTD.
Hongkong, 2nd March, 1916. [376

CHINA SUGAR REFINING CO., LIMITED.

NOTICE.

THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on WEDNESDAY, the 29th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1915.
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 29th March, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 2nd March, 1916. [368

HONGKONG TRAMWAY CO., LTD.

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be closed from TUESDAY, 21st March, 1916, to WEDNESDAY, 19th April, 1916, both days INCLUSIVE.
By Order of the Board of Directors,
W. E. ROBERTS,
Secretary.
Hongkong, 13th March, 1916. [407

THE HONGKONG ROPE MANUFACTURING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE HONGKONG ROPE MANUFACTURING COMPANY, LTD., will be held at St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 25th day of March, 1916, at 11.45 o'clock in the forenoon, when the Subjoined Extraordinary Resolution will be proposed:—
That the Articles of Association of the Company be altered in manner following:—
(a) That after the word "Company" in the 16th line of Article 110 the following words shall be added:—
"The General Managers may also "with the consent of the Consulting "Committee pay such bonus or "bonuses as the General Managers "shall think fit."
(b) That the words "Bonus or Bonuses" shall be inserted immediately after the word "Dividend" in the 18th line of Article 110.
(c) That the words "and bonuses" shall be inserted immediately after the word "Dividend" in the first line of Article 115.
Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting which will be subsequently convened.
Dated this 11th day of March, 1916.
SHEWAN, TOMES & Co.,
General Managers.
[409

HONGKONG CLUB.

NOTICE.

THE THIRTIETH YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House, on MONDAY, the 27th March, 1916, at 5.30 P.M.
By Order,
E. DES VŒUX,
Secretary.
Hongkong, 10th March, 1916 [400

HONGKONG CLUB.

NOTICE.

THE TWENTY-NINTH HALF-YEARLY DRAWING of 65 DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on FRIDAY, the 31st March, 1916, will be held in the Club House at 11 o'clock A.M., on FRIDAY, the 24th March, 1916.
Bearers of Debentures are invited to attend the Drawing.
By Order
E. DES VŒUX,
Secretary.
Hongkong, 10th March, 1916. [401

HOUSES TO LET

TO LET—FURNISHED.
From Mid-April, 1916.

CRAIGMIN EAST, 160, PEAK. Moderate rent. Year or longer.
Apply— T. K. DEALY,
Craigmin East, or
Queen's College.
Hongkong, 10th March, 1916. [399

TO LET.

NO. 1, TOGO TERRACE, Kennedy Road.
Apply— LI FUK TSAU,
Care of Messrs. WILKINSON & GRIST, 9, Queen's Road Central.
Hongkong, 1st March, 1916. [355

TO LET.

NEWLY-BUILT FLATS, in SAIFEE TERRACE, Nathan Road, also, SIMILAR FLATS in Jordan Road, Kowloon. Rents very moderate.
Electric Light and Gas installed.
Apply to—
KAYAMALLY & Co.,
5, D'Aguilar Street.
Hongkong, 1st March, 1916. [356

TO LET—AT THE PEAK.

FURNISHED, No. 3, Mountain View.
Apply—
H. E. POLLOCK,
Princes' Buildings.
Hongkong, 25th February, 1916. [333

TO LET.

OFFICES, 5, Duddell Street, now in occupation of Messrs. Radseker & Co.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 17th February, 1916. [335

TO LET.

A splendid set of OFFICE ROOMS on the First Floor of No. 10, Des Vœux Road Central (above the Robinson Piano Co.), comprising Three Large and Two Small Rooms with Outhouses and Servants' Quarters. The Premises are being thoroughly repaired and renovated. Centrally located in the vicinity of the Banks and Shipping Offices. Rent moderate.
Apply to—
MOW FUNG & Co.,
10, Des Vœux Road Central.
Hongkong, 18th February, 1916. [302

TO LET.

A HOUSE in Knutsford Terrace, Kowloon
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 24th October, 1915. [37

FURNISHED FLATS.

THE Undersigned are prepared to furnish some of their Tregunter Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 2 Sitting Rooms and Flats with 3 Bedrooms and 1 Sitting Room. The latter are specially suitable for Bachelors. Arrangements could be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.
Apply to
HUMPHREYS ESTATE & FINANCE Co., LTD.
Alexandra Buildings.
Hongkong 26th January, 1916. [205

TO LET.

NO. 11, GAGE STREET, immediate possession.
Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha.
Hongkong, 16th November, 1915. [100

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOOKER, DEACON & HARSTON.
Hongkong, 19th October, 1915. [90

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.
Alexandra Buildings
Hongkong, 29th December, 1915 [277

TO LET.

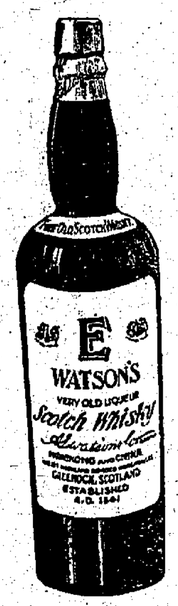
OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
OFFICES in Des Vœux Road Central.
HOUSES in CLIFTON GARDENS, Conduit Road.
NEW HOUSES in Broadwood Terrace.
HOUSES at the Peak.
No. 1, MORETON TERRACE, Causeway Bay.
GODOWNS, at Wanchai.
Nos. 1, 2 and 3, WEST END TERRACE CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co, LTD.
Hongkong, 4th November 1915. 32

INTIMATION

WATSON'S

E

THE PREMIER SCOTCH OF THE FAR EAST FOR 25 YEARS.



POPULARITY MAINTAINED BY ITS EXCELLENT QUALITY, NOT BY EXPENSIVE WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.,
WINE & SPIRIT MERCHANTS,
HONGKONG.
'13

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 14TH MARCH, 1916

PORTUGAL AND GERMANY.

WHEN the news was first published that Germany considered herself in a state of war with Portugal there was a tendency among the Portuguese community in this Colony to treat the matter lightly and to ridicule the idea that the aid which Portugal can give to the Allies can have any influence on the conduct of the campaign. This, however, is a mistaken view to take of the matter. Without suggesting that Portugal can furnish material assistance to the great Allied armies operating in Europe, where the ultimate issue of the conflict will be decided, it must not be forgotten that the war is world-wide in its ramifications, and in East Africa, for instance, Portugal's help may be very valuable. Here the progress of the Allies has been slow. Now, however, our enemies will be penned in from all sides, and with the Portuguese marching against them from the South, it is more than probable that their powers of resistance will be sensibly diminished. There will be no chance of their escaping into neutral territory, and their ultimate surrender will have to be unconditional. With the loss of German East Africa, Germany will be stripped of the last and the largest of her colonial possessions, and although this result has been foreseen for a long time past its consummation cannot fail to have a depressing effect upon a people growing daily more restless under the sacrifices they are called upon to bear. With the surrender of German East Africa, brought measurably nearer by Portugal's intervention, it may be mentioned, incidentally, that the last political obstacle to the realisation of the late CECIL RHODES' dream of a railway constructed from the Cape to Cairo will have been removed.

Portugal's action in taking possession of the German ships in the Tagus—the immediate cause of Germany's declaration of war—was not prompted, as has been suggested, solely by the desire to secure a number of valuable merchant ships which seemed to be temptingly at her mercy. The Portuguese flag was hoisted upon these vessels after consultation with Great Britain, and in accordance with the terms of the alliance existing between the two countries. Had Portugal ranged herself alongside the Allies soon after the outbreak of hostilities, as she appeared anxious to do, she would only have been acting up to her agreement and in the spirit of friendship which has for so long existed between her and Great Britain. Unfortunately, the political troubles and internal dissensions which are the natural heritage of a nation which has only recently emerged from the throes of a revolution made such a step impossible. The same reasons led her to accept Germany's apology when the invasion of Angola provided a direct *casus belli*. At several critical periods of her history Portugal has been saved by British intervention, and the policy of the Portuguese Government now will doubtless meet with the warm-hearted approval of the people. It is difficult to see how Germany can do any injury to this latest recruit to the ranks of her openly avowed enemies. As in the case of Japan, she will have to content herself with breathing threats of the awful vengeance she will take when opportunity serves, but the opportunities which Germany will have of wreaking vengeance in the future are likely to be extremely limited.

Apart from Portugal's participation in the fighting in East Africa, all Portuguese ports will be closed to German shipping, and those German vessels which have hitherto found a safe anchorage at Mozambique, Madeira, the Cape Verde Islands and the other Portuguese possessions will fall as prizes into the lap of the Allies. Nor must the influence of Portugal's action upon Brazil and the South American trade generally be underestimated. Although Brazil has severed all allegiance with its Mother Country, Portuguese is the language spoken there, and the ties of affinity between the two Republics are still strong. Brazil has for years past been a happy hunting-ground for the German trader, and the German military officer, as an expert in army reorganisation, has followed the merchant. The policy of "peaceful penetration" has been pursued most successfully. Now, however, there are signs of discord, and only a few days ago one of the most influential newspapers in the country asked very pertinently where Germany was to find the five million pounds which she owed Brazil for coffee. Some very fine German merchant vessels are lying in the harbours of Rio de Janeiro, Bahia and Pernambuco, and it is by no means improbable that these will suffer a fate similar to those in the Tagus. Portugal's entry into the war means that the net has been drawn a little more closely round Germany, that her financial losses will be a little more serious, and that her recovery when the conflict ceases, will be correspondingly more difficult.

Mails for Europe *viâ* Siberia close to-day at noon and at 3 p.m.

The Bishop of Victoria will conduct the fortnightly united meeting for intercession to be held at St. Paul's College to-day (Tuesday), at 6 p.m.

Mr. J. B. Reutiers, the British Consul at Manila, and Mrs. Reutiers were among the passengers on the *Fushimi Maru* which arrived from Europe yesterday.

The total output of the Kailan Mining Administration's mines for the week ending 26th February, 1916, amounted to 58,109 tons and the sales during the period to 46,569 tons.

On Wednesday, the Bishop will give his Lent lecture in the private chapel, St. Paul's College, at 10.45 a.m., the subject being, "Definite Convictions on Christian Truths."

The annual meeting of the shareholders of the Hongkong Rope Manufacturing Co., Ltd., is advertised to be held on the 25th inst. It will be followed by an extraordinary general meeting.

Mr. J. W. Barton, of Douglas, Lapraik & Co., returned to the Colony yesterday. He was a passenger on the *Fushimi Maru*, Mr. K. M. Cumming, Hon. Secretary of the Golf Club, also returned by this steamer.

A sister of Sir John Anderson, the new Governor of Ceylon, and formerly Governor of the Straits Settlements, was killed, and another sister injured in the January Zeppelin raid over the central counties of England.

An American paper states that at the Union Iron Works, San Francisco, the finishing touches are being put to a 6,500 ton steamer the *Annette Rolph*, which is to be used for trade between San Francisco, Japan, China ports and Manila. The steamer is to cost P1,500,000.

The Yue Hing appeal case has already occupied the Court for a week and will not be finished until Wednesday. When the case was before "the Court below" it occupied thirty-one days. At one period of yesterday's hearing there were 182 law volumes in and around the barristers' table.

A concert under the patronage of Rear-Admiral Anstruther, C.M.G., will be given next Wednesday evening, in the Sailors' and Soldiers' Home, commencing at 8.30. A good programme has been arranged, and a very hearty general invitation is issued. During the evening a collection will be made in aid of the Renovation Fund of the Home.

Visitors to Wuchow from Hongkong state that there is a distinct prevalence of tigers in that neighbourhood just now. Last week no fewer than five tigers were brought into the city by native trappers, placed in stout bamboo cages and carried through the streets for the delectation of sightseers and prospective buyers. Not one of the animals was less than half-grown.

The Rev. Father Thompkins, S.J., has accepted his lordship Bishop Pozzoni's invitation to hold a mission in the Cathedral of the Immaculate Conception during the Holy Season of Lent. The mission will commence in the beginning of April, and the exact date will be fixed on the arrival of Father Thompkins. One of the objects of the mission is to make a special intercession for peace.

We have received from Mr. W. J. Carroll, share broker, the following rubber quotations cabled from Singapore on Saturday:—Pajams, $17.50; Radellas, $10.25; Haytors, $10 ex dividend; Sandycrofts, $10; Kedahs, $3.10; Alor Gajahs, $3.50 cum dividend; Malakoffs, $4.20; Ayer Panas, $9.25; Ayer Moleks, $2.30 cum dividend; New Serendahs, $3.10; Malaka Pindas, $2.20; Manda Tekongs, 85 cents.

SMALL-POX IN HONGKONG.

During the week ending, March 11th twelve cases (all Chinese) of small-pox were reported, nine of which proved fatal.
In the same period three Chinese cases of diptheria were reported, two of which proved fatal. Five cases of enteric fever (one Indian and the rest Chinese), four of which were fatal, were also notified.

WAR MEASURES AT MACAO.

FOR VESSELS LEAVING AND ENTERING THE HARBOUR.

H.E. the Governor of Macao has issued the following notification regarding shipping to and from Macao:—

(1). No vessel shall enter or leave the waters of Macao between 6.30 p.m. and 6.30 a.m., or when the harbours of the Colony are closed by order of the Government of the Province.

(2). Provisionally, the Harbour Office may grant permission to vessels employed in the regular line of navigation to enter or leave the waters of Macao after 6.30 p.m.

(3). During the hours in which vessels are allowed to enter or leave the waters of Macao, no vessel shall do so without permission from the Harbour Office or its Maritime Stations.

(4). All vessels which are in the harbours of Macao, or which wish to enter or leave the said harbours, are obliged to fulfil the orders given by the Harbour Office or its Maritime Stations, whether given directly or by means of published notice.

(5). Between 6.30 p.m. and 6.30 a.m., no person shall enter the Peninsula of Macao by land nor embark from or land in the Peninsula of Macao or the islands which are part of the Colony. The embarking and landing of passengers from vessels, to which this notification has been granted, are not comprised in this order.

(6). The embarking and landing of passengers, luggage and merchandise in the Peninsula of Macao can be made only in places assigned by the Harbour Office for the purpose; and in the islands which are part of the Colony by the Maritime Stations.

(7). Non-Chinese passengers, coming from Hongkong, shall be allowed to land in Macao only when they produce the permit granted by the authorities of Hongkong to leave that Colony.

(8). Non-Chinese passengers, coming from Canton or from any other place in the Chinese territory, shall be allowed to land in Macao only when they produce a passport or similar document vised by the Portuguese Consulate in Canton.

(9). No vessel shall convey to Macao any non-Chinese passenger who is not provided with one of the documents mentioned in the two preceding numbers of this notification.

THE WAR.

PROGRESS OF VERDUN BATTLE.

VIOLENT BOMBARDMENTS CONTINUE.

FRENCH AERIAL SUPERIORITY.

ALLIED WARSHIPS SUNK.

ENEMY FIRE ON RUMANIAN SHIP.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

DUBIOUS GERMAN CLAIMS.

AMSTERDAM, March 11th.
1.45 p.m.

A Berlin *communiqué* says:—Strong French counter-attacks on the new German front re-captured Fort de Vaux. Otherwise, the attacks were repulsed with heavy losses.

It makes the dubious claim of progress in a wood westward of Douaumont and south-east of Damloup, and also of 600 prisoners west of the Meuse and 11 cannon.

It is noteworthy that the French *communiqué* affirms that the Germans made no infantry attack.

The Germans claim to have felled a British monoplane and a biplane.

ANOTHER GERMAN LIE.

PARIS, March 11th.
1.45 p.m.

A semi-official announcement says that the German assertion that French counter-attacks re-took Fort de Vaux is a fresh lie. We never lost the fort, which the Germans never attacked.

PRODIGAL WASTE OF GERMAN LIVES.

ONE OF SUREST ELEMENTS IN ALLIES' VICTORY.

PARIS, March 12th.
3.20 p.m.

A semi-official statement says that the German renewed assaults on the wings at Verdun again failed. The enemy, after getting a few outlying houses east of Vaux, was shattered on the slopes by the French 75's.

The enemy's methodical bombardments are less active, which probably indicates the necessity of bringing up supplies and re-constructing regiments.

The accuracy of the French fire was responsible for the most frightful German losses without any appreciable German progress. The prodigal waste of German lives is one of the surest elements in the Allied victory.

WHAT THE GERMAN STORY OMITTED.

AMSTERDAM, March 12th.
3.20 p.m.

A Berlin *communiqué* says:—Saxon Regiments stormed a position on a thousand yards' front at Ville aux Bois, eleven miles north-west of Rheims.

It claims 700 prisoners and five machine-guns, but a French *communiqué* points out that the position was immediately re-taken.

VIOLENT BOMBARDMENTS CONTINUE.

NO FRESH ENEMY INFANTRY ATTEMPT AT VAUX.

PARIS, March 12th.
4.20 p.m.

To-day's *communiqué* says:—The reciprocal bombardment was very active at Bois de Buttes, and also attained considerable violence at Bethincourt.

A small German attack west of the Meuse was easily repulsed.

The bombardment continues violent from east of Douaumont to Fort de Vaux. The enemy made no fresh attempt to reach the plateau leading to the fort.

The Germans, after artillery preparation, took in the course of an attack a small trench northward of Eix.

[THROUGH REUTER'S AGENCY.]

FRENCH SUPERIORITY IN THE AIR.

ELEVEN ENEMY MACHINES FELLED.

PARIS, March 12th.

It is officially announced that the French felled eleven German aeroplanes in February, and lost six, of which four were lost through engine defects and two in fighting.

EIGHTEEN AIR ACTIONS.

BY BATTLE SQUADRONS.

PARIS, March 13th.
1.30 a.m.

A *communiqué* states:—There has been no infantry action north of Verdun during the day. The bombardment has been rather violent on both banks of the Meuse. Our heavy artillery shelled enemy troops who were assembling in a ravine north of Poivre Hill, and also the German batteries west of Louvemont.

We destructively bombarded enemy works south of the Somme, and between the Aisne and the Oise. We also demolished several German observation stations in the Cheppy Wood and Argonne, and wrecked hostile trenches in the Senones district and Baudepert.

Two German aeroplanes were brought down in our lines to-day, and all the occupants were killed. Our battle air-squadrons to-day fought eighteen actions in the region of Etain, putting the enemy to flight.

BRITISH OPERATIONS.

ENEMY MINE SPRINGING.

LONDON, March 13th.
12.25 a.m.

Sir Douglas Haig, in a *communiqué* states that the enemy sprang four mines near the Hohenzollern Redoubt. Grenade fighting ensued. Our casualties and damage were of the slightest. The enemy shelled our trenches at Loos and Boisgrenier. There has been a heavy artillery bombardment on both sides of Ypres.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

NEW FRIGHTFULNESS.

MINE-LAYING BY THE GERMAN FLEET.

LONDON, March 11th.

Reports of movements of the German Fleet are thought to be connected with a new development of mine-laying, which will apparently play a large part in the new German frightfulness.

MERCHANT CRUISER MINED.

LONDON, March 12th

It is officially announced that the mercantile cruiser *Fauvette* has been mined off the East Coast. Fourteen men were drowned.

RUSSIAN TORPEDO-BOAT SUNK OFF VARNA.

PETROGRAD, March 12th.

An enemy submarine sank a Russian torpedo-boat off Varna. Part of the crew was saved.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIAN ATTACK IN GALICIA.

PETROGRAD, March 12th.

The Russians attacked the Galician village of Latache, and captured trenches.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN PROGRESS.

IN SNOW AND SLUSH.

ROME, March 13th.

A *communiqué* states:—Bad weather is seriously interfering with the operations on the Upper Isonzo, where the snow in places is ten metres deep. There has been intense artillery activity from the middle of the Isonzo to the sea, the enemy being repeatedly silenced. Grenade attacks were carried out by the infantry, ploughing through the snow and slush. Enemy reinforcements were swept by artillery and machine-guns.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BULGARO-RUMANIAN INCIDENT.

RUMANIAN SHIP FIRED ON.

LONDON, March 13th.

The Odessa correspondent of the *Daily Mail* says that the Bulgarian frontier guard near Rahovo fired on a Rumanian ship which was loading from a barge in the Rumanian zone. An Austrian gunboat ordered the ship to the Bulgarian shore, and on refusal shelled her. Rumanian troops replied. There were many casualties on both sides.

PORTUGAL'S SEIZURE OF SHIPS.

MADE ON REPRESENTATIONS OF BRITISH.

LISBON, March 12th.

The Minister of Foreign Affairs announced in Parliament that the seizures of German ships were made with the knowledge of Great Britain, which made representations based on the Alliance.

FRANCO-ITALIAN AGREEMENT

PARIS, March 12th.

An agreement between France and Italy has been signed whereby Italy abandons the privileges of capitulations in the French zone in Morocco.

ANOTHER HEAVY SLUMP IN GERMAN EXCHANGE.

PARIS, March 11th.

There has been a fresh heavy slump in German exchange, which fell in Berne by half a franc on Thursday and a franc on Friday.

MR. CHURCHILL RETURNS TO THE FRONT.

LONDON, March 12th

Mr. Winston Churchill to-day left for the Front.

ANOTHER PERSIAN TOWN OCCUPIED.

PETROGRAD, March 12th.

The Russians have occupied the Persian town of Kerina, 130 miles north-east of Bagdad.

[HAVAS SERVICE.]

GERMANY AND PORTUGAL.

PARIS, March 10th.

The German Government has charged its representative at Lisbon to hand to the Portuguese Government a Note to the effect that a state of War exists between both countries.

AN ALLIED CONFERENCE.

General Porro, sub-Chief Staff Officer of the Italian Army, has arrived in Paris to participate at the conferences which are to be held at Headquarters.

The French Government will shortly call to the Colours the 1888 Class to take the place of the men who are employed in war material establishments and who are still able to fight.

GERMAN SOLDIERS AND SUICIDE.

An Order of the Day of Marshal von Hindenburg, found upon a German prisoner, reveals widespread suicides among German soldiers. Marshal von Hindenburg says, "It would have been understandable if the Russians, the British, or the French had desired to commit suicide; but it is unpardonable folly in the Germans, who have everywhere proved themselves omnipotent and invincible." He strictly orders the doctors to save the lives of those who attempt suicide, in order that they may be degraded, that their names be inscribed in a black book, and that their wives and children be deprived of pensions.

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE CHINESE REBELLION.

LOYALISTS SURPRISE THE REBELS.

SEVERAL SUCCESSES.

PEKING, March 12th.

It is officially announced that Szechuen troops on the 23rd February reached Chashihti, stole across the Kiukiang River, and surprised the rebels at Moyucha, which was captured at daybreak after severe fighting.

Violent struggles followed for the important positions of Yunlungshan and Tzemachun, which were captured, over 200 rebels being killed.

This success is significant, as Tzemachun is only 400 *li* from Yunnanfu, and threatens the rebels in the rear.

An official report from Chikiang states that on the 8th inst. two detachments of Yunkwei rebels engaged a brigade under General Chi on the plateau in front of Fuhuanpu and Panshihchai. An obstinate struggle ended in the defeat of the rebels with heavy losses. They retreated towards Tungchi.

A report from Suifu, dated the 10th inst., states that there is no sign of the rebels in the neighbourhood. The capture here included two big guns, over 400 rifles, over 10 boxes of shells, and over 100,000 rounds of cartridges.

A report from Luchow states that on the 7th inst. Commander Liuh Sian marched against Chiangan, which city was re-occupied under heavy gun-fire. The rebels retreated toward Yungning. Three mountain guns, one machine-gun, and over 50 rifles were captured.

Mayang was re-captured on the 7th.

HEREDITARY TITLES.

A Mandate has been issued containing regulations governing the allowances for hereditary titles, ranging from $20,000 annually for a Prince, to $1,000 for a Baronet and $200 for an Euchihui.

DOMESTIC LOAN REGULATIONS.

The new Domestic Loan regulations have been promulgated.

PACIFICATION COMMISSIONER.

Hsiung Hsi-ling has been appointed Pacification Commission for Western Hunan.

GERMANY AT WAR WITH PORTUGAL.

PEKING, March 12th.

A telegram received here says that Germany has declared war on Portugal.

COMING GREAT CAMPAIGN.

Now that spring is drawing near, says a London correspondent, speculation is naturally rife in the clubs and among service men as to what military developments on the grand scale may be impending. I find there is a pretty general idea that, thanks to the recent establishment of a higher Allied War Council, we may expect that the great attack, when it comes along, will be simultaneous on the three fronts—east, west, and in the Balkans—and portend a supreme effort to end the war in the current year. Success, however, is held to depend quite as much on the material as on the human factor. To ensure victory that will be both rapid and decisive the Allies must be able to enjoy superior gun-power as well as superior man-power on every front. For on each the enemy is already, or will be, entrenched after the elaborate fashion to which he has accustomed us in France.

GERMAN OFFICER'S TUNNELS.

The charges against Flight Lieutenant Otto Thelen, of the German Army Flying Corps, and Lieutenant Hans Kelnack, of the German Navy, for attempting to escape from the Holyport German Officers' Internment Camp, were concluded last month at the Military Court at Holyport, presided over by Lieutenant-Colonel R. G. Chase.

To the first charge relating to tunnelling and excavating work from the camp bathroom the prisoners pleaded "Not Guilty." Mr. Stange, their advocate, addressed the Court, who held over their findings in this case.

To the second charge of attempting to escape from the hut into which they were afterwards removed, both prisoners pleaded "Guilty." This was the case where Captain and Adjutant Armstrong, by crawling underneath the hut, discovered wood chippings, and on entering the hut found one of the officers sawing the floor underneath the bed, while the other was vigorously playing a mouth-organ to deaden the sound.

At the close of the inquiry the President announced that the Court's decision would be promulgated in due course.

RANDOM REFLECTIONS.

It was announced recently that all enemy firms in Singapore are to be completely liquidated, and their lands, buildings, trade-marks, goodwill and other permanent assets sold. Now news comes to hand that the Government of Ceylon has decided to take a similar course at an early date. Hongkong will doubtless follow suit—in time.

Now that the Hongkong C.C. tennis tournament is being played off, a word regarding seating accommodation may not be out of place. Last year the competitions attracted large attendances each day, and the finals produced really big crowds. The majority of the onlookers were not members of the Club, and it was then covertly suggested by several of the members that a small sum should be charged for the privilege of witnessing the contests, and the proceeds given to one or other of the war funds. History is beginning to repeat itself in this season's contests. Is it too late to adopt the suggestion offered above? The ground may be public property, but the seats, surely, are not. And where are the manners of those fellows who occupy the seats while ladies are standing?

It has been suggested that the Government should take out insurance policies for the members of the mounted detachment of the Special Police Reserve. Some of the ponies presented to the corps are undoubtedly very "fresh"—a condition explained, perhaps, by the high living in which they were indulged as a preparation for the races—and life in the mounted section has consequently been a succession of "ups and downs" during the past week. The detachment, however, made a very creditable appearance on the route march last Friday, and I hear that there has been a useful accession to its numbers since. The rumour that the section experienced a fate similar to that of the "ten little nigger boys" and shed its numbers one by one on the march is a wicked invention.

Those who do business in the roadway and on the kerbstones in the vicinity of Ice House Street were more animated than usual yesterday. They stood about in groups talking excitedly and gesticulating wildly. The cause of their agitation was not money but the condition of the roadway and portions of the pavement which had been ploughed up for about the eighth time in a few months. As a consequence of this display of superabundant energy on the part of the P.W.D. the brokers were obliged to make perilous dodges in rickshas and on foot. To use their own words, they fail to see why the P.W.D. should "play jokes," in a portion of the town where time means money.

Throughout the week the two old bachelors had been served in a most despicable manner by their "cook," and the climax was reached when the latter was discovered in the act of cleansing the coffee cups with a kerosene rag! The senior member of the household was then deputed to test the "cook." "How long you b'long cook?" "Ten years, massa." "Where before you cook?" "Macao side." "You no can cook, you no talkee true." "Yes, massa, b'long very good cook, ten years, Macao side." The old bachelor was baffled for a time, then a happy thought struck him. He picked up the kerosene rag, pointed to it and, in a loud voice, exclaimed: "Now, I savvy you long time, you no speakee true. What you b'long before you come this side?" The "cook" was obviously scared, then came the admission: "My velly solly, before my b'long Canton railway—makee callage clean." And this exponent of the culinary art had brought with him glowing testimonials to ability to tickle the palate of the most exacting *gourmet*.

A number of people were watching him with a fascinated gaze, but he was blissfully unconscious of the fact. Previously he had been noted for his skill at the particular pastime in which he was then engaged. Now he was just sipping slowly, and thinking between each sip. Those who knew him best looked hardest. Comments were made, *sotto voce*, until at last the laboured process got on people's nerves, and one more daring than the rest, walked up and asked the nature of his ailment. "Ill? I'm not ill, old man; but I see absolutely no reason why I should fatten a German too quickly." The others burst into laughter. Someone chuckled half an hour later; his name was Mac.

RODERICK RANDOM.

BRITISH NAVAL ATTACHE FINDS A DICTAGRAPH IN HIS ROOM.

CLEVER ENEMY RUSE IN AMERICA.

The discovery of a dictagraph in the rooms in the Hotel Biltmore occupied by Captain Guy Gaunt, Naval Attache of the British Embassy, has prevented German agents from becoming cognizant of important British Government secrets.

Captain Gaunt's friends say he outwitted the men who hoped to catch him off his guard. The story of the dictagraph forms a remarkable behind-the-scenes narrative of the never-ceasing duels between the highly-organized secret services maintained in this country by the Central Powers and the Allies.

The Teutonic agents, after months of planning, succeeded in planting the dictagraph in the room often used by Capt. Gaunt for conferences.

The plotters took rooms situated on all sides of Capt. Gaunt's apartment, below and above.

"The German agents watched Gaunt for two weeks and observed his daily movements," said the man who made public the discovery. "They made minute examinations of the formations of the walls, the location of carpets, ventilating systems, etc.

"They finally hit upon the ventilator as the place where a dictagraph could be placed. With the aid of an expert mechanician the conspirators entered Gaunt's apartment. They 'trailed' the dictagraph from the Captain's room to an adjourning room. The scheme perhaps would have worked perfectly, except that Captain Gaunt since he took up his residence in New York had anticipated that very method of attack. Accordingly he had arranged with the hotel management to make a thorough search of his quarters at intervals of at least twice a week. Because of this the dictagraph was discovered almost at once.

"No attempt was made to arrest the men responsible for the plot, first, because the rival secret services do not play the game that way, and, second, because it was thought best to place a constant watch upon the conspirators.

"This was done and very interesting discoveries were made. For instance, Captain Gaunt clinched the identity of two men who have succeeded Franz von Rintelen and Captains Boy-Ed and von Papen as directors of the German secret service," said the man who told the story.

"I suspected a window-cleaning chap at my hotel one day," said Captain Gaunt. "He did not seem to know his trade very well. He was an unusually inquisitive fellow. He does not clean my windows any more."

The men discovered to be at the head of German secret service work now are German officers formerly associated with Dr. Dernburg and a German who once occupied a high diplomatic position in Latin-America.

WAR NEWS.

ALL DIFFERENCES BETWEEN RUSSIA AND BRITAIN DISPELLED.

M. Sazanoff, Russian Minister of Foreign Affairs, delivered a speech in the Duma on February 22nd stating that the relations between Great Britain and Russia in the past had been indifferent, as some misunderstandings had existed. These differences have all been dispelled. The two countries were now dealing with all questions with thorough understanding and in a spirit of co-operation. In fact, all the misunderstandings vanished in the same way that an evil vision of the night disappears before the glorious morning sun.

AUSTRALIAN STEEL FOR MUNITIONS.

A notable industrial triumph, marking a new era in the development of the Australian Commonwealth's resources, has been achieved by the manufacture of steel of the highest quality at the works of the Broken Hill Proprietary Company at Newcastle, New South Wales.

The steel, which is produced from crude iron ore mined from the company's own property, has been subjected to searching tests by representatives of the Imperial Munitions Department, with such successful results that a first order has been given to the company for 500 tons of steel, to be shipped during the present month, for use in the manufacture of munitions. The company has been warmly congratulated upon the courage and vigour displayed in launching this industry.

BRILLIANT AVIATOR.

For the first time the French General Headquarters has broken the rule of strict anonymity in recording feats performed at the front. Thus we learn officially that Sergeant Guynemer brought down in one day recently his fifth enemy aeroplane. The sergeant is just 21, and looks 19. He was a public schoolboy when war broke out, and volunteered. He only got his flying commission nine months afterwards, in April, 1915. This was his fourteenth fight over the German lines. His most exciting experience was when he, with another aviator, pursued three German flying machines. His bag that evening was three aviatiks—two brought down by him and one by the other aviator. On another occasion he had an extraordinary battle with a Fokker. Both machines circled round one another, firing their machine guns. Suddenly Guynemer flashed upward, and flew over the German, and while doing so shot the enemy aviator through the head. Guynemer just managed to get back to the French lines, his machine being almost a wreck. He wears the Legion of Honour military medal and the Military Cross, the latter with four palms or clasps.

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With Eczema on Face and Body for Eight Years. Got No Rest At Night. Used Cuticura Soap and Ointment. Free From Eruption.

46, Dymock St., Fulham, London, S. W., Eng.—"After suffering for nearly eight years with eczema on my face and body, running eruption of sores on my ears and head, getting no rest at night for the terrible itching and burning I have used Cuticura Soap and Ointment and am now quite free from the trouble. The trouble began on my forehead and spread into my head. One eyebrow was quite raw at times. I could get very little sleep with the burning and itching feeling and used to try to find a cool spot on the pillow for ease. My poor face was a sad sight and there have been times that I have been ashamed to go out.

"I can safely say that I used some dozens of advertised cures and treatments which gave me no relief. Then I sent for a sample of Cuticura Soap and Ointment. I used the Soap and then spread the Ointment on some linen and bound my face up and the very first time I had relief. I kept on and Cuticura Soap and Ointment worked a miracle. Now I feel quite different, my face being free from the eruption and disfigurement. Thanks to Cuticura Soap and Ointment my face and neck are fresh and clear." (Signed) Mrs. A. Turner, Jan. 21, '14.

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Mrs & Mrs Athol Anderson and maid	Mr A. Hicks
Mr L. Andersen	Mr G. W. Hiebie
Mr G. E. Anderson	Mr W. J. Hodge
Mrs S. E. Armstrong	Mrs A. E. Hodgins
Mr R. L. Atkinson	Mr A. Shelton Hooper
Mr H. F. Arthur	Mr P. A. Huffman
Mr F. W. Asharst	Mr H. E. Holland
Mrs J. A. Anderson	Mr J. Huwers
Mr R. Murray Bain	Mr J. St. C Hunt
Mr J. H. Baring	Capt R. Innes
Mr D. L. Baumgarton	Miss Jemin
Mrs E. R. Bellilios	Mr Jerberhoy
Mr R. E. Bellilios	Mr H. V. Jones
Mr C. D. J. Bell	Mr & Mrs G. C. Kinoman
Mr C. W. Beswick	Mr C. P. Kincho
Mr H. Blokerton	Dr A. P. Knoderer
Mr R. J. Birbeck	Mr E. M. Kowzmine
Mr J. J. Bleeker	Mr & Mrs H. A. Lampman
Capt B. Branch	Mr & Mrs S. S. Lawrance
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Mrs L. D. Borsdorff	Mr J. C. Lewis
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Miss M Brown	Mr D. T. Livingstone
Mrs E. W. Brown	Mr S Longfield
Mr W. L. Bramwell	Mr K. Mackenzie
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Mr E S. Bull	Mrs R. B. Mann and son
Mr T. J. Burns	Dr & Mrs O. Marriott
Mr J. W. Cairns	Mrs McCulloch and child
Dr F. di Canevi	Mr N. D. McCann
Mr P. T. Carroll	Mr D. McMurray
Mr C. Champkin	Capt W. McGhie
Hon. Mr & A. W. Cross	Mr & Mrs W. B. Mead
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Miss W Cohen	Mr B. K. Mehta
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Miss M M. Cutis	Mr J. H. O'Neil
Mr & Mrs F. E. Davis	Mr J. Ormiston
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Mr F. Dennis	Mr & Mrs E. V. D. Parr
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Mr & Mrs N. D. Harris	
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MEN WHO WILL NOT CARRY PARCELS.

[BY A SUBURBAN WIFE.]

My husband has taken the war very seriously. He has done everything that a patriot ought to do. As a special constable he has given up several nights' sleep every week and spent countless dreary hours of rain and tempest as a night nurse of waterworks or railway bridges. He has subscribed generously to war charities. He has assisted a score of patriotic organisations. He has practised strict economy, put the savings in the War Loan, and, in his forty-second year, he has made a false attestation and is the wearer of an armlet. There is only one thing that nothing will persuade him to do, and that is to carry parcels.

And therein he is like nine men out of ten.

Women can usually understand the mainspring of men's foibles and prejudices; they cannot understand why men will not carry parcels. Men are seldom as subtle as women are, but no whim or prejudice of women is as subtle and as contradictory as men's hatred of parcels. Men have the same instinctive and irrational hate of parcels that women often have for women. Wives can usually make their husbands do their will; it is only in the comic papers at Christmas time that they make them carry parcels; never in real life.

This parcel-hatred of men is universal; it is a perfect totem of the upper and middle classes, but the working man is almost as bad. How often has anyone seen a working man carrying a parcel? He will carry a bag of tools; he is oblivious of a bottle neck that protrudes from a dinner basket. He will not carry a parcel. Watch the Saturday night shopping crowds in a working-class district. The wives are laden like camels; the husbands saunter alongside them like Prussian officers leading the advance across the desert. They will push a perambulator rather than carry a parcel. If the parcel is too heavy for the wife to carry the husband will condescend thus much, he does not mind wheeling it. But if I were a man there is one thing that no wife on earth would ever make me do, and that is to push a perambulator. Whenever I see a man wheeling a perambulator I realise that there are three sexes, men, women, and perambulator pushers.

REVERENCE FOR TOTEMS.

But there is no shadow of argument for men's hidebound law that they must not carry parcels. They already do carry many parcels, but, with that inherent complex childishness of their simple sex which perhaps makes us women love them so, they have a code of laws (invented by some ancestor of the author of "Alice in Wonderland") which dictates what parcels are parcels and what parcels are not parcels. The parcels that come under the criminal code as "parcels" they will not carry, even if they were saving them from a burning house, or bearing them bountifully to the poor and needy, or hurrying with them to the bedside of the sick. They are ready to hurry, but a porter or a boy messenger must hurry with them. The parcels that are not parcels can be heavy as lead, knobbly as sacks of clinkers, awkward as folding chairs, and they will cheerfully carry them. It is neither laziness nor brutality, therefore, that prohibits man from carrying parcels: it is a totem. Men, being simple things, have a great reverence for totems. Boys' schools bristle with strange totems, and the parcel totem is even greater with boys than with men. They grow up in it.

Parcels that men *may* carry are golf-club holders, suit-cases (within limits), and one article of food only, and that is game unwrapped. Perhaps someone will contend that suit-cases are not parcels. I fail to see the distinction, or why it is a terrible thing to carry a suit wrapped in brown paper and no offence at all to carry the same suit wrapped in brown leather. Golf clubs in their cases are parcels, and particularly uncomfortable parcels too. My husband is a lawyer, and in his deeds he calls a piece of land "all that parcel of land," so I think that no one ought to argue that "parcel" is not an elastic term.

THE PHEASANT MYSTERY.

One night last week my husband came home quite cheerfully with a brace of pheasants slung on a string. He would rather die than carry home a brace of pheasants wrapped up neatly in brown paper, or even done up in a basket. It is against the totem. We have a neighbour—a kind, inoffensive, and blameless man—whom my husband despises with a hearty despite simply because he often brings home fish in a basket. Rather than ever bring me home fresh fish from London, even under cover of these lampless nights, my husband endures the local fishmonger. He angrily calls him the "antique dealer," but that is all. Oysters alone come under man's definition of the parcel that is not a parcel. It takes something more even than woman's subtlety to discover why it is moderately good tone to carry a bag of oysters and execrably bad tone to carry a bag of whiting.

My husband brought home a brace of pheasants, but if I dared to ask him to bring home a brace of chops, even unwrapped and on a string, he would be shockingly affronted.

My husband is glad to walk about gasworks all night for his country. He suffers interminable committee meetings for his country. He is ready to give up his home, dig trenches in the mud for his country, and even die for his country. In fact, he would much rather die for his country than carry a parcel. Often he says to me, "We ought all to do everything we can to conform to the shortage of labour and help things along." And so I believe he would do anything—except carry parcels. —*Daily Mail.*

REVIEWS.

The Soul of a Crown Prince. By T. W. H. Crosland, author of "The Showman," etc. T. Werner Laurie, Ltd., London, 1/-.

There recently appeared in a well-known London weekly an article by an unsigned writer entitled "Is the Kaiser Satan?" in which the writer proved, to his own satisfaction, that the answer is in the affirmative. The article in question would have formed a suitable preface to Mr. Crosland's concise little book on "The Soul of a Crown Prince." Needless to say, it is the Crown Prince of Prussia who is referred to. The author quotes from various authorities who persist in the theory that the Crown Prince is a "nullity." The following extract from the writings of Mr. Thomas Henry Hall Caine is worth reproduction:—

"I myself, in common with many others, saw the descendant of the Fredericks every day, for several weeks of several years at a distance that called for no intellectual field glasses. . . . I saw a young man without a particle of natural distinction, whether physical, moral, or mental. The figure, long rather than tall, the hatchet face, the selfish eyes, the meaningless mouth, the retreating forehead, the vanishing chin, the energy that expressed itself merely in restless movement, achieving little, and often aiming at nothing at all; the uncultivated intellect, the narrow views of life and the world . . . the shockingly bad manners, the assumption of the right to disregard and even to outrage the common conventions on which social intercourse depends—all this was . . . only too plainly apparent in the person of the Crown Prince."

Mr. Crosland does not entirely endorse these views. With a love of justice, which amounts almost to a passion, he spares no pains to show the Prince in the best possible light. The picture produced shows the Heir Apparent, in his boyhood at least, in no unenviable light. He seems to have been docile enough, and studious, too—a good linguist and versed in science and art. In fact, he claims for him that he is quite as learned and accomplished as the average Heir Apparent.

With the change from boyhood to manhood comes the change in the character, or is it the manifestation of the man that had been so far subdued. The use that "Little Willie" made of his talent and his power is well told, and because it is well told and because it is truly told it is a sorry tale. Anyone not familiar with these facts must necessarily fail to comprehend the causes which led up to the deplorable situation in which the Kaiser and his heir have placed themselves. The last lines of the survey thus sums up the character of the Crown Prince:—

"I have tried to indicate both the good side and the bad side of the Crown Prince in the foregoing chapters, and I leave my readers to come to their own conclusions as to which of those sides weighs heaviest in the balance. I say that he stands before the world as a fool, a blackguard, a thief, a liar, a hater of peace and a lover of bloodshed. . . . I should say that he is his father's son, and engaged with him in a purely aggressive and abominable war, and consequently not in any way a fit object for the respect, admiration, or deference of Englishmen."

The Woman's Harvest. By Anna Floyd. T. Werner Laurie, Ltd., London, 2/.

This story deals with a period two years after the war. It opens with a "swing of doors," and it might be said that from a literary point of view the swing is well maintained till the end. Harvey Brunsden is a shop-walker, young and athletic. He does not answer the country's call for men because he is afraid—not of death, but of poverty for his wife and child. He is the recipient of a white feather, which he shows to his wife, and she, with all the pride in her husband's manhood, bids him go, her love for him being too great to allow anyone to call him "Coward." Elsie Brunsden returns to the shop in which she worked in her maiden days and thus keeps things going till the conclusion of the war, when her husband returns. After a life of excitement and adventure in the open air Harvey Brunsden finds it impossible to re-enter the narrow and confined occupation of a draper's shop-walker. The cry is "Back to the land" and our hero is caught by the popular wave. So far the book is wholesome and probable, but as the theme develops the inevitable sex problems obtrude themselves and the reading becomes less pleasing. Offences against very necessary conventions are condoned in anticipation of their happening, and condoned upon extenuating circumstances that are unlikely to exist. Apparently the authoress assumes that all the men, or nearly all the men who go to the war, are single men, and that most of them will not return. On that assumption she adduces the theory that what before the war would have been immoral will in post-war times be "quite natural." It is claimed for this book that as a piece of cynical and shrewd prophesy this forecast could not be excelled. "Cynical" it may be, but "shrewd" it certainly is not. Interesting it undoubedly is, but dangerous.

1,200 KILLED IN ONE DAY.

Some bitter fighting near Armentières resulted in a small gain for the Germans, but this was paid for dearly. The old tactics of the Germans are still observed by many German officers, who sent out infantry in close formation after an artillery preparation. The British infantry and machine-gunners were shooting with admirable calm and with great accuracy. Near Armentières on one day over 1,200 Germans were killed. The German lines were mowed down by artillery and machine-gun fire, but, as a German soldier told the correspondent, "whenever an objective is decided upon the most sanguinary slaughter inflicted upon our lines will not prevent the German officers from sacrificing without mercy fresh regiments."

THE STALEMATE IDEA.

WHY THE WAR WILL NOT END IN A DRAW.

[BY ARNOLD BENNETT.]

The idea of an indecisive peace has recently been ventilated in England. It has been ventilated in quarters whose mental activities cannot interest the intelligent, but also in quarters which have amply earned the right to the most respectful attention. I see no reason whatever for accepting the idea. In the past, reasons for accepting it might have been discovered, but the superiority of the Allies in all that is essential to victory is so increasingly evident that the idea to my mind has been ruled right out of reasonable probability. It is possible only in the sense that anything which depends on the vagaries of human nature is possible.

THE SURRENDER OF GERMANY.

And let me note that I am not one of those who would regard an indecisive peace as an unmitigated disaster, or as the mere preliminary to another war. I simply do not believe that under any circumstances whatever there will be another big war in our time or in the time of our children. Those who are responsible for the making of war have already had such a shaking that they and their immediate descendants will tremble till the day of death at the thought of a fresh altercation, and the shaking is by no means over nor yet near its worst. And I can well appreciate that an indecisive peace would have certain clear advantages, as well as disadvantages, for democracy and anti-militarism in general. Nevertheless, I should be tremendously disappointed if the war did not end in an essential Germanic surrender, and I am still firmly convinced that it will so end. If it does not so end, the cause will lie either in a lack of will to win or in an insufficient utilisation of our immense superiority, or in both. There are danger points, and I will name them as frankly as is permissible, premising that victory does not depend on Britain alone, though many Britons in their ineffable Britannic conceit appear to think that it does.

SOME MISUNDERSTANDINGS.

(1.)—As regards the British will to win it may be affected—it has indeed already begun to be slightly affected—by class misunderstandings and jealousies. That the industrial class fails to comprehend the upper classes, or to judge them fairly, may be admitted. That the industrial class is consistently and grossly misrepresented to the upper classes, and shockingly misjudged by them, is quite beyond question. The breach is not closing. Recent political events must tend to widen it. It is obvious that, while valour and fighting patriotism are equally distributed among classes, the lower class is paying more than its material share for the war. It is obvious that the middle-class is undertaxed. It is obvious that the new conscription law will result in the breaking up of modest homes at the very moment when the Chancellor of the Exchequer is publicly appealing to people of means to be patriotic in exchange for a first class security and five per cent.

MUNITIONS LABOUR.

And worst of all, from the immediately practical standpoint, there is the clumsy and dishonest treatment of munitions labour at the very time, and in the very districts, where tact and honesty are essential if our superiority over the enemy is not to be diminished. Munitions labour has been scandalously slandered by a peculiarly responsible statesman, not to mention the irresponsibles, and the slanders have never been apologised for or withdrawn. Scores of trickeries have been practised, and none of them can be for an instant excused by the fact that a small section of munitions labour is recalcitrant and perhaps bent on mischief. And imagine the beneficent helpfulness to the Dilution of Labour Commission now going up north on a most delicate mission of the continued idiotic and monstrous suppression of the only Labour paper in a district officially stated to be the most important of all munitions districts! Apart from the great Parliamentary episode now closing, there have been two Parliamentary episodes of an extremely discreditable nature in late months. One was the attack on the Danish agreement in the House of Lords, and the other was the defence of the suppression of "Forward" in the House of Commons. The latter was the worse, both in duplicity and in dangerousness. I would not give too much importance to these Labour incidents, but they are symptomatic of the grave disability in high quarters to understand the situation, and it must be remembered that a period of peril is ahead. Strange things may happen, and probably will happen. And the stranger they are the more deleterious will be their influence on the national will to win the war.

SUPERIORITY.

(2.)—There are other non-material causes at work toward a premature peace. But they are not at work in Britain, nor near Britain. And, powerful as they are, I do not suppose that they have a chance of success. Discretion forbids, to me, the elaboration of this subject, though it has been openly discussed elsewhere in print. But after the war there will be exciting remarks to make.

(3.)—Now, as to the inefficient utilisation of our superiority, it may be said with certainty that the main cause of it is ineradicable, for it is in the very nature of the Quadruple Alliance. The same coherence has not been, cannot be, and never will be obtained between four countries differing widely in race and government, and with scarcely a mutual frontier among them, as between two contiguous countries similar in race and government, one of which two countries is in practice subservient to the other. A Quadruple Alliance stretching from one extreme of Europe to the other, and whose inter-communications are exclusively by sea, must be relatively insufficient.

—AND INEFFICIENCY.

(4.)—There is, however, the same kind of inefficiency within Britain itself. It is due to lack of coherence between departments, and it might be cured, or to some extent cured, by closer control on the part of the sole super-overseer of departments in the Cabinet, namely, the Prime Minister. Each department must, of course, fight for itself, and to get anything it must fight hard, but the results of its fighting should be scrutinised and divided into good and bad, and the fighting regulated accordingly. Our departments are, like ourselves, fiercely individualistic. Thus the War Office sets recruiters to work among the firemen of the mercantile marine, regardless of the fact (which it might have learnt from the Local Government Board) that the mercantile marine is at its wit's end for firemen, that ships cannot put to sea without firemen, and that the shortage of ships is one of the most difficult problems of the day, second only in importance to the establishment of harmony between the War Office and the Exchequer. A great deal of the inter-departmental incoherence is due to mere lack of public interest and therefore of public criticism, for public criticism is the mother of efficiency, and a lively interest is the mother of criticism. The lack of public interest in the navy is astonishing. It may also be dangerous—I don't know. The difficulties of the British fleet in the Mediterranean, for example, are never mentioned in Parliament. The army is continuously before the public; the vastly more important navy is scarcely ever before the public. The impression among interested outsiders is that the same amount of constructive thinking as used to be done at the Admiralty is not being done now. Possibly the impression is wrong. Anyhow, the matter is worthy of the attention of members of Parliament, who might, too, occasionally indicate to the mercantile marine that the nation is not entirely blind to the prodigious courage with which it has performed prodigious services. At present the *personnel* of the mercantile marine regards itself, excusably, as ungratefully neglected.

SLACKNESS.

(5.)—Another cause of inefficiency is slackness. Not all this slackness, and not the major part of it, is exactly criminal. Much of it arises from fatigue, and especially from fatigue in high places. It seems seldom to occur to the average man that the strain of conducting war is terrific. The average man will take a week-end off after the strain of sitting on two or three twopenny-halfpenny charitable committees. But there are no week-ends off for the conductors of this war. They may leave town, but they don't leave the war. The remarkable thing is that they have not all broken down definitely. They have not broken down, though some of them are aged in years. They still work magnificently and doggedly. But it is impossible that they should have the freshness which they once had, and therefore it is impossible that they should display quite the same creative initiative and general alertness. Of wilful slacking there is, I am convinced, very little save that which is due to bad feeling between class and class. But I have circumstantial private accounts of slacking in Government arsenals, due apparently to perfunctory management. However, as I am constitutionally unable to expect perfection from human nature, I do not feel unduly alarmed on this account.

EXTRAVAGANCE.

(6.) Then our extravagant habits are still helping the enemy. We have up to now done practically nothing towards chastening ourselves except what circumstances have compelled us individually to do. We are wondrous over economy in education, museums, and the provision of free meals for poor school-children. But the West End of London remains a marvellous spectacle of luxury. The Italian manager of a hotel-restaurant at which you have to secure seats in advance, as you take measures to secure seats in paradise, said to me the other day in accents of sincere admiration: "You English are tremendous. There is nobody like you. You have the money, and you know you can keep the Germans waiting. We are doing better here than in peace-time. You order just what you feel like having. You don't inquire the prices. You don't look at the bill. You just pay. You are tremendous—tremendous!" He thought he was praising us. It appears now that some of our luxuries are to be stopped. But whether they are to be stopped in the right manner, whether pains are to be taken to distinguish between luxuries and non-luxuries—is doubtful. There is to my mind only one proper way of enforcing economy, and that is by taxation of the most drastic kind affecting all classes. For all classes are guilty of extravagance. The West End of London may be blameworthy, but it is to be remembered that manufacturers of cheap jewellery and cheap pianos are busy beyond all precedents in the middle of this war which is alleged to be a fight for "our very existence as a nation." The war has now been proceeding for about eighteen months, and we have not yet had drastic taxation. We have had a ridiculous instalment of Protection, but we have not had general drastic taxation.

BREAKING THROUGH.

All these causes acting together must impair our efficiency as a war machine, and the sum of their action must be enormous. But it must never be forgotten that all the causes, except the first three, are operating broadly with equal force—somewhere less, somewhere greater—against the efficiency of the enemy, and that, therefore, they may be left out of the equation. Do you suppose there is no extravagance in Germany? True, there is neither a free Parliament, nor a half-free Press in the enemy countries, but, human nature being what it is, mischievous and ill-natured and dishonest criticism, criticism which cannot be ignored, must nevertheless find vent there in other ways and perhaps in even more effective ways. I maintain that the three causes are not strong enough appreciably to impair our enormous superiority. In numbers and in financial and material resources our superiority is unquestionable, and, despite the drawbacks, unquestionably increasing. In fundamental brains we are at least equal to the enemy. In grit also. In endurance also. Everybody in the world knows that our ideal is the better one. Why, then, should the war end indecisively? Because the opposing line of trenches cannot be broken? But it has been broken time after time. Ask any officer or man on the Flanders front if he thinks we can get through, and his answer will be startlingly clear. Dogged patience alone is needed. And if we cannot surpass the Germans in that particular quality history is meaningless.—*Daily News.*

FRENCH FINANCE.

NATION'S STAYING POWER.

It is needless for the moment to refer again in detail to the French National Loan, which now takes its place in the history of French finance, except in relation to the State finances and national economy of France at the present time. The loan was floated when the nation was engaged in making the greatest effort it has been called upon to put forth since the union of the Gallic tribes under Vercingetorix against Cæsar.

This important financial operation brought into action the first contingent of real but latent reserves of French capital and savings, for the unbroken stream of subscriptions in Treasury bills and bonds absorb only the overflow of earnings and other revenue in excess of absolute immediate outlay. The fact that the longest term for the expiration of Treasury bills is one year has made this mode of lending to the State very popular, and it is a marked success for M. Ribot. In normal days the ready cash in hand thus confided to the State by several millions of investors at his bank, and entered in the books under "current accounts." In the first French loan the people have lent to the State new money for a long period to the tune of £320,000,000 in genuine cash and Treasury bills, and has accepted the signature of the Bank of France for £50,000,000 of the nation's hoarded gold, patriotically offered during the last six months of 1915.

The undoubted success of this first war loan gives but a very incomplete notion of the new and active reserves of France's fortune which have not yet been called into the "fighting line" of national defence. Until the close of last year the huge expenses of State during the first year and a quarter of warfare and civil service outlay, which stood at about £1,050,000,000 (or £69,320,000 monthly) has been balanced by the following receipts: Treasury bills and bonds £497,680,000, advances by the Bank of France £276,000,000, foreign loans £60,000,000, ordinary budget returns and unemployed credits £220,000,000.

SUPPORTING FRENCH CREDIT.

Of the £1,000,000,000, in round numbers, already spent since the war began, only from £170,000,000 to a maximum of £200,000,000 have left the country to pay for purchases abroad, whereas the balance of some £880,000,000 remains in France in the form of bank-notes, which are in large part converted into national defence Treasury bills and ten-year bonds. These securities form an excellently elastic instrument of credit, for, in the first place, they obviate any danger of the depreciation of the French bank-note, even if this fiduciary currency should be considerably increased in volume. The reason is self-evident. Those who receive bank-notes in payment can convert them, if not otherwise required, into Rentes on the State or Treasury bills and bonds guaranteed by the credit of France, and bearing nominally 5 per cent. interest, but actually more, except three months' Treasury bills, which return 4 per cent. These bills are almost as handy as bank-notes, being readily negotiable. All credit banks make considerable cash advances upon them.

At the beginning of the war, and during the first two autumn months, capital was subscribed in Treasury notes and bonds to the figure of £20,360,000. M. Ribot had just assumed office as the great "argentier" of France, that is, Finance Minister, and at once appealed to the nation for money in the form of his now famous issue of short credit for national defence. Dr. Helfferich and his school of German financiers derisively term these bills "ribotins," after the name of their author. But the confidence of M. Ribot in the resources and patriotism of his countrymen has been triumphantly vindicated after eighteen months of strenuous war and invaded territory. Thus a year after the above sum had been subscribed subscriptions grew during the same two corresponding months to the striking total of £154,480,000.

From the earliest issue of national defence "bons" by M. Ribot, in September, 1914, until November, 1915, the French public absorbed Treasury vouchers to the value of £610,040,000, and at the present time about £487,680,000 worth of these Treasury bills remain in circulation. Of the above figures, showing the national subscription in short-term Treasury loans, £268,760,000 have been reimbursed to subscribers on becoming due up to last November. Late in the autumn, therefore, £341,320,000 in bills remained in circulation, in addition to £146,360,000 in so-called ten-year Treasury bonds, and together brought up Treasury loans absorbed by the nation's savings towards the close of last year to the figure I have given above. Each month from the first issue of Treasury bills and until the flotation of the recent "Loan of Victory," monthly subscription in Treasury bills and bonds grew steadily in number and value. In the last four months of 1914 the average monthly subscription in Treasury bills alone reached £16,960,000 without including redemptions. This average rose uninterruptedly month by month until money flowed into the Exchequer at the rate of £88,240,000 monthly until the issue of the first French war loan in Five per cent. Rentes.

REVENUE AND EXPENDITURE.

These statistics prove that the capital which the public can lend to the State increases progressively, and almost proportionately with the growing expenditure of the Government within the territorial limits of France. Of course, the French "Loan of Victory" swallowed up for the time some part of the available funds of capitalists, big and little, but the rotatory movement of capital daily circulating through the administrative and commercial arteries of the nation to defray the huge outlay for military purposes and the sustenance of the people will soon renew the working capital of the busy population and the dividends of the "rentiers," when both will bring the surplus they do not immediately need for other purposes to the Treasury.

The Government has estimated the outlay of the State for the first quarter of this year at about £100,000,000 a month. If the new genuine cash obtained by the "Loan of Victory" be calculated over and above subscriptions in Exchequer bills and bonds, as well as the normal Budget revenue according to estimates, the grand total thus secured will enable the Government to balance accounts satisfactorily until the end of July next. At about that date the French nation will be called upon for another loan, which there is reason to believe will meet with the same success as the last. Certainly the State will continue to fall ever more deeply into debt until the end of the war, but the great liquidation and national settlement of accounts when peace returns will surely present less difficulties than many apprehend. In the first place, the much larger number of the State's creditors are French citizens. Moreover, a number of high-grade foreign securities are held in France, and have not been sold to stiffen the rate of French exchange, and these foreign securities can be changed with profit after hostilities for French Rentes. Another reason is the certainty of the ultimate success of the Allies in war.—*Daily Telegraph.*

CENSORING THE ARMY MAIL.

SOME HUMOURS OF THE LETTERS HOME.

A Regimental Chaplain writes in a home paper as follows:—

Pity the padre in the leaky postal waggon, knee deep in picture postcards, love letters, brief acknowledgments of parcels, and stolid accounts of doings too epic for the written word! As postal censor we parsons often relieve keen, combatant subalterns who would otherwise be fretting and poring over the pencil scrawls which Tommy produces by the hundred thousand.

Each letter is carefully read for incautious revelations, unreasonable grousing, and matter "calculated to alarm or depress" folks at home if published. Our soldiers know what not to say. What is more, they know they are better looked after than soldiers ever were before. The man to be checked is the "lonely soldier" who is after creature comforts and—such is public kindness—succeeds in coaxing a perfectly monstrous mail from home—to the fury and disgust of the postal section of our Royal Engineers.

So we clip the lonely soldier. He may be a good sort, and share the booty, but any extra stress thrown on our field post office is very properly resented at headquarters. Then there is the top fluent amorist—a real nuisance to the censor, landed (and bewildered!) with five "darlings" and "ducks" to get safely back into the right envelopes; together with acres of heroics, screaming shells and V.C. deeds (entirely unrewarded), which I know took place miles from the firing line!

Very sad are unfinished letters of the dead. "Well, Ciss, we are parading in a minute. Good-bye, and the dearest kiss. To be continued to-morrow!" Alas, there was no to-morrow! "The padre will censor this," I read again. "'Look up to Heaven,' says he last Sunday."—I said no such thing. "We did—and bang! come bombs from an Aviatik! 'Consider the fields,' says he,—and up went a mire under our feet! 'There's victory in the air,' says he—but all we could see of it was poison-gas from a new shell!"

In the main, Tommy's letter is stolid enough, or gay. Hal and Jim have little gift for self-expression, whereas French soldiers translate their deep emotions into real prose. I've read their letters, so I know. Yet our men's poverty in this way reveals their real strength. You can't impress or depress a lad who tells his mother: "We need more ground to bury these tin-hats!"

Last winter to leave a trench was called "going ashore"; and the waddle of frost bite drew "Quack quack!" from the victim himself. "Dear mother," wrote the rustic private, "Yesterday a shel burst and tor my trousers. I shal dror compenshun." I knew that "shel." You could hide a bus in the crater of it! One man was never seen again, even in bits. He whose trousers were "tor" was blown up a tree, where he hung dazed and mute, with his rifle swaying on a still higher branch. For two days the lad could neither hear nor speak.

These men write gaily of their hair-breadth escapes. They give brief account of daily life in the "dog-kennel," with its door from a ruined cottage, and "Hotel Cecil" across it in sprawling chalk. "Have read of my death but am well," is a startling postcard. I pity the adjutant-general's department, charged with these endless casualty-lists! I know a family who'd been in black six weeks for a son when he wrote to them a "cheerio" letter from the prisoners' camp at Torgau! Letters from the dead are astonishingly frivolous. I saw an anxious note at the end of one: "Do we have to give back the insurance?"

I have censored 1,600 letters in a day. It is tedious work and anxious. I once passed a seemingly trivial local allusion to a church service regularly held in a certain spot. A few days later the congregation were plastered with shell from German batteries miles away!

The average subaltern dislikes the *rôle* of censor, though it gives him new insight into the character of his men. I found that one officer whom I relieved at short notice had slipped a ten shilling P.O. into a wistful note, hinting at mouth-organs and blank "brokeness" in the matter of funds. And that sub. was none too flush himself.

Tommy's news seems trivial enough to the outsider. "Will close now. Whistle blowing us to business. What shall I bring you from Berlin?" How he'd go hungry up on the "mug-rack" (barbed wire) in a night attack. The finding of a stray pig in a ruined farm, with "chops for lunch that morning"! And here's a letter, months old, but with to-day's postscript, thanking kind ladies for cigarettes, and saying the writer had meanwhile "stopped a lump of iron with his head," and so had been laid aside. The doings of the trench cat (a village waif); the magic of uncensored mail, like the active service postcard and the little green envelope which franks its contents right through unchallenged. I've known a "green" to fetch a louis at auction.

Many men tell of new hobbies in their letters—trench carpentry and the making of photo-frames out of army biscuits. "We are learning German," wrote the Cockney corporal. "So when we hear hock, hock! we know the Huns are looking for more trouble!"

CAPTURE OF THE "APPAM."

GALLANT FIGHT OF THE "CLAN MACTAVISH."

THRILLING STORY BY SIR E. MEREWETHER.

Sir E. Merewether's story of the *Appam's* capture, as told to the American Press on landing, confirmed the statements of courteous treatment by the Germans.

"We were subjected," he said, "to no indignities, but, of course, we were searched, and all arms, binoculars, and cameras taken away.

The raider was certainly not the *Moewe*, but a vessel of about 3,500 tons, and he had every reason to believe originally was in the fruit trade.

"The way she managed to catch us was artful in the extreme. Captain Harrison himself has told me he was completely fooled by her tactics. When we picked her up on the horizon she was hove to and flying the Red Ensign at her forepeak, a distress signal which meant she was out of control. Captain Harrison believed she was a British tramp and changed his course to bear down on her. The stern flag drooped in folds.

"We discovered later that the ensign was weighted, so that it would droop. All of us, who gave it a second's thought, took it for granted that it was the Union Jack. As a matter of fact it was the German Imperial navy ensign.

"MAGICAL TRANSFORMATION."

"When we came to within 200 yards of the stranger and had stopped our engines, a sudden transformation in her appearance electrified us all. Forward and aft her railings, which looked quite solid until that instant, simply disappeared as if by magic.

"We learned later that whole sections of these solid-looking railings were actually composed of accordion-like strips of steel, which dropped into a slot at the pressure of a button located on the bridge. At the same instant the square structures we had mistaken for deck-houses also collapsed, and exposed batteries of guns. I counted two mounted forward, four mounted aft, and one three-pounder on the poop-deck. The guns ranged between 4in. and 6in.

"Almost simultaneously with the magical transformation one of their forward guns spoke sharply, and a shell shrieked over our bridge. It seemed that gun crews for all the guns must have been crouching inside the steel 'houses,' for they were all at their stations and ready to begin operations instantly the guns were unmasked. We had a 3in. gun mounted astern, but, of course, it was not the slightest use. The gunners were scattered all over the ship at their various posts. We were whipped, and knew it. There was no way in which we could offer resistance, and it is absurd to say we did. Then the German began to parley with us through a megaphone.

PRIZE CREW ABOARD.

"Captain Harrison frankly admitted that we had a number of Germans aboard—prisoners being taken to England to be interned there.

"Immediately a new commotion arose on the so-called *Moewe*, and presently a boat put off from her side with twenty-one sailors and Lieutenant Berg in her. After this a prize crew came aboard. The first thing they did was to free our German prisoners; and the second thing was to arm them with rifles and revolvers and put them as guards over us.

"Then Lieutenant Berg took Captain Harrison and all the officers and carried them back to the cruiser. After a conference lasting some time these officers were allowed to return to the *Appam*, and then followed the transfer of all the cruiser's captives.

"I had no idea Germans could be so courteous as these Germans proved to be. If by chance they bumped into one, walking on deck, they apologized profusely and with every indication of sincerity. Whenever a passenger and a German guard met on deck it was the guard who gave way. This spirit of decency, in my opinion, was largely owing to the fine example set by Lieutenant Berg himself. He was the embodiment of courtesy from first to last.

CLAIN MACTAVISH UNDER FIRE.

"The cruiser remained alongside us for two days. During that time we had an opportunity of seeing the Germans in action. She was about three miles away when we picked up the *Clan MacTavish*, full down on the horizon. While we held to our course, the cruiser changed her's and made straight for the British ship.

"To all appearances the cruiser was quite the inoffensive lumbering freighter we had mistaken her to be, but some sharp-eyed sailorman aboard the *Clan MacTavish* must have read her real identity aright, for suddenly, without any warning, a three-inch gun which the Scotch ship carried belched forth, and a shell went screaming across the water, and buried itself barely 50ft. abaft the cruiser. It was a pitiful little gun, intended as a protection against submarines.

"Then the railings and deckhouses fell away, and the German let go a broadside full at the *Clan MacTavish*. It was a fine fight, if one-sided, for all of half-an-hour. We well knew the British ship had no chance, but we could not help admiring her pluck as she continued to bark away with her one little gun long after the German shells had set her afire in half-a-dozen places

A PLUCKY FIGHT.

The German guns, already trained on the British boat, swept its deck with a volley of shot that killed several men and injured half-a-dozen more, and tore into the rigging. The two boats were at such close range that the execution was terrific. Even then the British captain refused to admit defeat. Again and again his little three inches was fired at the stranger with about as much effect as a toy pistol would have against a locomotive. The raider answered this feeble resistance with broadside after broadside.

"The result was that some of the crew of the *Clan Macfavish* were killed, and many have been wounded. There had been two explosions in the hold before the *Clan Mactavish* was silenced.

"Then, when the Germans ceased firing, the prize began to founder, and suddenly heeled over. Many members of the crew were saved. Finally, the German discharged two torpedoes from tubes mounted on the forward deck. Both projectiles struck home.

The *Clan Macavish* heeled over, as if some giant had struck her a sudden blow, and, in a very short time disappeared. The fight of the *Mactavish* was good for Britons to witness.

"The Germans lowered boats with all possible speed, and rowed to the spot where the British ship had gone down, in search of the survivors. Four were at length brought to us, badly wounded, but full of fight even so. We gave the lads a rousing cheer, as they were brought over the side, and even our German captors smiled unbegrudging approval.

"There was a tale aboard the *Appam* that we were carrying a very large amount of gold bullion. The figure had been put at £500,000, I understand. Personally, I am inclined to doubt this. According to my information, the *Appam* was carrying less than £200,000. The fact is, however, that, whatever bullion the *Appam* had is not aboard the German cruiser.

HEADING FOR AMERICA.

"On three different occasions in the daylight we sighted ships, but always hull down on the horizon, and always Lieutenant Berg changed the course and sped off. It was a trying time for everybody naturally, but we made the best of it, and there's no gainsaying the fact that our captors did everything within their power to make our enforced captivity as little irksome as possible. We had nightly concerts and, during the day, were free to indulge in all the usual deck games.

"We knew in a general way we were heading for the North American continent but, when we awoke and saw the land had no idea what it might be. There is no question in my mind that Lieutenant Berg acted under instructions in bringing the *Appam* to America, instead of taking her to a Portuguese port, which would have been much nearer.

The Germans wish to establish their rights under the treaty of 1785 to bring a prize ship into an American port and keep her there, without abrogating her character as a prize. If this can be established in the case of the *Appam* it will undoubtedly have an important effect on the behaviour of this raiding cruiser, and any others that Germany may get through the blockade. Instead of sinking merchantmen they will send them into American ports.

Their second reason was the great advantage of proving to the United States their genuine change of heart as regards "frightfulness." To have taken the *Appam* to Portugal would not have impressed the United States nearly so much as to bring her here, and, with the *Lusitania* controversy acute again, what could be more timely than this exposition of the new human Germany?—*Daily Telegraph.*

A NAVY AT WAR.

A CRIME GERMANY WAS NOT BAD ENOUGH TO COMMIT.

Mr. Arthur Pollen, in a lecture in Camberwell on "The Navy War," said Germany had prepared for war as no country had ever done. She sprang a war on Europe when all Europe was unready, and pursued her ends with a want of scruple unprecedented in the history of crime; but she did not realise that invading Belgium meant fighting with Great Britain.

The whole of the British fleet was drawn up at Spithead on July 18th, and a plan showing the moorings of every ship was in German hands ten days before. It would have been a dastardly crime to have torpedoed a dozen Dreadnoughts in time of peace; but surely not a greater crime than the murder of thousands of innocent civilians in Belgium. Germany was either not farseeing enough, or wicked enough, to do this. As a consequence, partly through the sheer strength of the British Fleet, partly through the fright caused by surprise, Germany locked up her fleet on the first day of the war in the Kiel Canal. Though there had not been—and may never be—a naval battle, the British fleet had been from the beginning, and would remain so till the end, the decisive factor in giving the Allies superior strength against the enemy.

"It is manifest," said the lecturer, "that the reason why this superior strength has been grave y misused, or dis-astrously not used, is because its employment has been in civilian hands." From August, 1914, until May, 1915, Mr. Churchill was the head of the Admiralty, and there was no greater tribute to the merits of our seamen than that the British Navy had survived that ordeal. The attempt to take the Dardanelles by bombardment was the final condemnation of amateur strategy. The administration had been infinitely better since, but it had lacked decision in one very important particular.

"Naval war was carried on either by battle or by siege. While there was a chance of battle, the Navy was in the hands of a layman at Whitehall. When the importance of the siege became vital, the conduct of the siege remained in the hands of a civilian department. From the beginning of the war until now the Navy had not had a chance."

Mr. Pollen appealed for strength at the Admiralty, and said there would be no difficulty in giving Sir Henry Jackson fresh colleagues from the sea, who could be trusted to make the most of the Navy's power without inflicting any injustice on neutrals, or compromising Britain's relations with a country not now at war.

SHIPPING IN PORT

STEAMERS.

CHENGTU, British str., 1,320, J. Speed, 10th March—Bangkok 3rd March, General.—Butterfield & Swire.

CHEIAN MARU, Japanese str., 1,006, M. Oka, 10th March—Kohsichang 2nd March, Rice and Meal.—Order.

CHINHUA, British str., 1,353, Sidford, 10th March—Philippines 7th March, General.—Butterfield & Swire.

CHIPSHING, British str., 1,199, H. G. N. Walker, Mare 8th—Tientsin and Weihaiwei March 18th, General. Jardine, Matheson & Co.

DAGFIN, Norwegian str., 897, Thorsen, March 5th—Saigon February 28th, Rice.—Thoresen & Co.

DAINICHI MARU, Japanese str., 1,952, Tukui, 8th March—Saigon 3rd March, Rice.—Mitsui Bussan Kaisha.

DAIYA MARU, Japanese str., 1,638, K. Ozawa, 8th March—Moji 2nd March, Coal.—Mitsui Bussan Kaisha.

FEICHING, Chinese str., 991, G. B. Baines, 11th March—Swatow 10th March, General.—Chinese.

FOOSEK, Chinese str., 859, B. Miyanoki, 10th March—Bangkok 1st March, General.—Order.

HAITAN, British str., 1,183, J. S. Thomson, 12th March—Swatow 9th March, General—Douglas Lapraik & Co.

HONGKONG, French str., 739, A. Marguerite, 12th March—Haiphong 10th March, General.—A. R. Marty.

HSINLEE, Chinese str., 1,359, Mori, 8th March—Weihaiwei 2nd March, General.—Order.

INDRAGHIRI, British str., 3,600, Wm. Chambers, 8th March—Manila 6th March, General.—Butterfield & Swire.

KARIMOEN, Dutch str., 4,441, C. E. Plugge, 9th March—Manila 6th March, General.—Java-China-Japan Lijn.

LAERTES, British str., 1,350, A. Jenkyns, 10th March—Saigon 6th March, Rice and General.—Order.

MAUSANG, British str., 1,463, G. H. Alcock, 10th March—Saudakan 4th March, Wood and General.—Jardine, Matheson & Co.

MORESBY, British str., 1,359, M. B. Wilson, 11th March—Saigon 6th March, Rice.—Order.

NANKO MARU, Japanese str., 1,910, K. Takanashi, March 4th—Moji February 26th, Coal.—Mitsu Bussan Kaisha.

NIKKO MARU, Japanese str., 3,076, R. Takeda, 11th March—Manila 9th March, General.—Nippon Yusen Kaisha.

NINGPO, British str., 1,228, J. A. McCulloch, 11th March—Saigon 6th March, Rice—Butterfield & Swire.

SHANTUNG, British str., 1,221, Meathrel, 12th March—Shanghai 9th March, General.—Butterfield & Swire.

SHAW HSING, Chinese str., 767, G. Ramsland, 10th March—Dalny 4th March, Beans.—Order.

SOSHU MARU, Japanese str., 1,006, A. Kobayashi, 10th March—Swatow 9th March, General—Osaka Shosen Kaisha.

SHIOKUBI MARU, Japanese str., 1,739, C. Shirai, 12th March.—Miike 6th March, Coal.—Mitsui Bussan Kaisha.

YINGCHOW, British str., 1,320, E. S. Jones, 10th March—Shanghai 7th March, General.—Butterfield & Swire.

YOKOHOMA MARU, Japanese str., 4,019, Shinobe, 7th March.—Shanghai 4th March, General.—Nippon Yusen Kaisha.

HOW TO GAIN WEIGHT A POUND A DAY.

Thin men and women who would like to increase their weight with 10 or 15 pounds of healthy "stay there" fat should try eating a little Sargol with their meals for a while and note results. Here is a good test worth trying. First weigh yourself and measure yourself. Then take Sargol—two tablets with every meal—for two weeks. Then weigh and measure again. It isn't a question of how you look or feel or what your friends say and think. The scales and the tape measure will tell their own story, and most any thin man or woman can easily add from five to eight pounds in the first fourteen days by following this simple direction. And best of all, the new flesh stays put.

Sargol does not of itself make fat, but mixing with your food, it turns the fats, sugars and starches of what you have eaten, into rich, ripe fat producing nourishment for the tissues and blood—prepares it in an easily assimilated form which the blood can readily accept. All this nourishment now passes from your body as waste. But Sargol stops the waste and does it quickly and makes the fat producing contents of the very same meals you are eating now develop pounds and pounds of healthy flesh between your skin and bones. Sargol is safe, pleasant, efficient and inexpensive.

A. S. WATSON & Co., LTD.,
VICTORIA DISPENSARY,
THE PHARMACY,
QUEEN'S DISPENSARY,
THE EDWARD DISPENSARY,
and other leading Chemists in Hongkong

[75-10

FORTHCOMING EVENTS.

Saturday, 25th March:—
11.30 a.m.—Hongkong Rope Manufacturing Co., Ltd., Meeting of Shareholders.
11.45 a.m.—Hongkong Rope Manufacturing Co., Ltd., Extraordinary General Meeting.

Monday, 27th March:—
5.30 p.m.—Hongkong Club, Thirtieth Yearly General Meeting.

Tuesday, 28th March:—
11.30 a.m.—Hongkong Ice Co., Ltd., Meeting of Shareholders.
Noon—Hongkong Fire Insurance Co., Ltd., Meeting of Shareholders.

Wednesday, 29th March:—
11.30 a.m.—China Sugar Refining Co., Ltd., Meeting of Shareholders.

Friday, 31st March:—
11.30 a.m.—Luzon Sugar Refining Co., Ltd., Meeting of Shareholders.

WEATHER REPORT.

On the 13th at 10.58 a.m.—The depression over Indo-China has filled up. A strong anti-cyclone has formed over N. China.

Strong monsoon may be expected along the east coast of China, and moderate monsoon over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST
Hongkong & Neighbourhood	N.E. to N.E. winds; fresh; cloudy.
Formosa Channel	N.E. gale.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

13TH MARCH A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	8 a.	—	—	—	—	—	—
Nemuro	8 a.	29.90	—	—	SE	2	—
Hakodate	"	30.03	—	—	NNW	3	—
Tokio	"	29.99	—	—	NNE	1	—
Kochi	"	30.09	—	—	—	—	—
Nagasaki	"	30.17	—	—	NNE	1	—
Kagoshima	"	30.13	—	—	NNW	1	—
Oshima	"	30.05	—	—	—	—	—
Naha	"	30.05	—	—	—	—	—
Ishigaki	"	30.01	—	—	WNW	1	—
Bonin Is.	"	30.—	—	—	—	—	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	"	30.46	30	86	N	6	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.26	41	75	NNE	2	b
Gutzlaff	"	30.32	44	—	NNE	4	o
Sharp Peak	"	30.19	54	86	NNE	6	o
Amoy	8 a.	30.15	58	94	NE	4	r
Swatow	6 a.	30.02	60	94	NNE	2	o
Taiho	5 a.	30.10	61	95	ENE	2	r
Taichu	"	30.0.	63	—	NNE	4	o
Tainan	"	29.93	63	—	N	4	o
Koshun	"	29.94	66	—	NNE	2	o
Pescadores	"	30.01	63	—	NNE	7	o
Canton	6 a.	30.02	61	94	N	2	o
Hongkong	"	29.89	64	97	E	4	of
Gap Rock	"	29.99	—	—	ENE	4	f
Macao	"	29.95	63	98	ESE	1	o
Wuchow	9 a.	30.0	62	83	NE	2	o
Hatbow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phaikong	6 a.	29.93	63	100	E	4	of
Tourane	"	29.85	70	—	ENW	6	of
Cape St. James	"	29.84	75	—	ENE	2	o
Aparri	"	29.92	70	89	S	4	b
Dagupan	"	29.86	72	89	—	0	b
Manila	"	29.87	72	91	NE	1	b
Legaspi	"	29.86	77	92	—	0	o
Tacloban	"	29.85	75	96	—	0	o
Iloilo	"	29.84	77	88	N	4	o
Surigao	"	29.85	75	96	SE	1	o
Lalauan	"	29.78	78	94	SW	6	b

RADIO-TELEGRAMS.

* *Nikko Maru* 6 a. 30.01 62 — NE 5 o

* Lat. 23.15 N. Long. 117.24 E.

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, in the two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 12th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.93	30.05	30.06
Temperature	61	61	64
Humidity	91	97	88
Wind Direction	East	East	East
" Force	4	4	5
Weather	oc	oc	b
Rain		—	—

Highest open air Temperature on 12th ... 64

Lowest open air Temperature on 12th ... 59

HONGKONG TIDE TABLE.

From 14 h to 20th March, 1916.

Day	Date	Time	H'kong Mean Time	Height	Time	Height
			h. m	ft. in.	h. m.	ft. in.
Tues.	14	No Inter.	5 34 a	6 0	0 44	1 9
			5 34 p	6 0	nor low-water	
Wed.	15	m	9 1	4 3	1 22	1 7
			6 28 a	6 3	0 12 a	4 0
Thurs.	16	m	8 48	4 4	1 5	1 5
			7 14 a	6 5	1 1 a	3 6
Fri.	17	m	8 0	4 6	2 26	1 3
			7 56 a	6 7	1 44 a	3 2
Satur.	18	m	8 52	4 9	2 54	1 3
			8 36 a	6 8	2 23 a	2 7
Sun.	19	m	9 10	5 8	3 20	1 4
			9 16 a	6 8	3 18 a	2 2
Mon.	20	m	9 34	5 7	3 47	1 6
			9 57 a	6 6	3 40 a	1 8

SHIPPING.

ARRIVALS.

BOMBAY MARU, Japanese str., 4,868, Y. Kobayashi, 12th March—Bombay 5th March, General.—Nippon Yusen Kaisha.

FUSHIMI MARU, Japanese str., 6,972, T. Irisawa, 13th March—Singapore 2nd March, General.—Nippon Yusen Kaisha.

HUICHOW, British str., from Canton, 13th March.

JINJU MARU, Jap. str., from Canton, 13th March.

ITOLA, British str., 3,402, A. Munro, 12th March—Calcutta 23rd February, General.—David Sassoon & Co.

SHANEL, British str., 1,223, E. B. Simons 12th March—Saigon 8th March, Rice.—Order.

ST. ALBANS, British str., 2,598, E. T. Pilcher, 13th March—Kobe 8th March, General.—Gibb, Livingston & Co.

TANGO MARU, Japanese str., 3,951, Takano, 13th March—Moji 8th March, General.—Nippon Yusen Kaisha.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.

March 13th.

BANRI MARU, Jap. str., for Japan.

HUICHOW, British str., for Tientsin.

DEPARTURES.

March 13th.

MYOGISAN MARU, Japanese str., for Moji.

NIKKO MARU, Jap. str., for Japan.

SHANTUNG, British str., for Canton.

TAISANG, British str., for Saigon.

PASSENGERS.

ARRIVED.

Per *Itola*, from Calcutta, for Hongkong, Mr. W. B. Tyler, Mr. J. Ryan, Miss Y. Gradman, Rev. and Mrs. Tours and infant, Rev. and Mrs. Rovenburg and 2 children, and Mr. A. Pegoju.

Per *Fushimi Maru*, from Singapore, etc., for Hongkong, Mr. M. Jamieson, Mr. Nuttall, Mr. Partington, Mr. J. Walker, Mr. J. W. Barton, Mr. Cumming, Mr. and Mrs. Rentiers, Mr. Buchman, Mr. and Mrs. Kahn, Miss MacLeish, Mr. and Mrs. Fenwick, Mr. Gordon, Mr. Lambert, Mr. Dickson, Mr. Coffens, Mr. Hesse, Mr. Mulder, Mr. Kothoff, Mr. Y. Yamazaki, Mr. S. Foriuchi, Mr. Beckingsale, and Miss A. Cameron.

VESSELS EXPECTED

MERCHANT STEAMER.

The str. *Benarty* from Middlesbro', Leith, and London left Singapore for this port on the 8th instant, and is expected to arrive here to-day.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fooshing, from Moji, is due in Hongkong to-day.

Laisang, from Calcutta, is due in Hongkong 15th March.

Kutsang, from Calcutta, is due in Hongkong 21st March.

Namsang, from Calcutta, is due in Hongkong 25th March.

LATEST STEAMER MOVEMENTS.

The str. *Malta* left Singapore for this port on the 11th instant, at 5 p.m., with the outward English mails, and is due here on the 16th instant, at about 6 p.m.

HONGKONG—NEW YORK



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRASAMHA," about Middle of Mar.

For Freight and further particulars, apply to—

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 9th February, 1916. [245

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND LONDON.

THE Steamship

"GLENIFFER,"

Captain J. McGregor, will be despatched for the above port about Middle of May, 1916.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th March, 1916. [404

ON SALE

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closin of the Indian Mints to the Free Coinage or Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: $1 Cash.

On Sale at the "DAILY PRESS" Office or Local Booksellers.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R.Hetherington R.N.R	P. & O. S. N. Co.	On 24th inst., at 3 P.M.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c	MIYAZAKI MARU	Jap. str.	—	Teranaka	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
LONDON & SINGAPORE, VIA PENANG, COLOMBO, &c.	NORE	Brit. str.	—	D. Asbury	P. & O. S. N. Co.	About 30th inst.
LONDON	KEELUNG	Brit. str.	—	...	THE BANK LINE, LIMITED	On 15th Apr.
GENOA & LONDON	GLENIFFER	Brit. str.	—	J. McGregor	SHEWAN, TOMES & Co.	About Middle of May.
MARSEILLES VIA PORTS	AMAZONE	Fran. str.	—	...	MESSAGERIES MARITIMES	On 23rd inst.
MAURITIUS, & SOUTH AFRICAN PORTS	MADAWASKA	Brit. str.	—	...	THE BANK LINE LTD.	On 30th inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c	GUJARAT	Brit. str.	—	...	THE BANK LINE, LIMITED	On 23th inst.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	YOKOHAMA MARU	Jap. str.	—	Shinohe	NIPPON YUSEN KAISHA	To-morrow, at Noon.
VICTORIA & TACOMA VIA MANILA, &c	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 25rd inst., at 3 P.M.
NEW YORK VIA SUEZ CANAL	INDRASAMHA	Brit. str.	—	J. P. Jones	SHEWAN, TOMES & Co.	Middle of March.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	Filmer	TOYO KISEN KAISHA	To-day, at Noon.
SAN FARNCISCO	T FEHMBING	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	On 11th Apr.
SAN FRANCISCO VIA JAPAN &c.	PERSIA MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 21st Apr., at 10.30 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF RUSSIA	Brit. str.	—	D. Dixon	CANADIAN PACIFIC O S LD.	On 22nd inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC O S LD.	On 26th Apr.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
AUSTRALIAN PORTS VIA TIMOR	ST. ALBANS	Brit. str.	—	E. T. Pilcher	GIBB, LIVINGSTON & Co.	On 15th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	F. C. Gambrill	BUTTERFIELD & SWIRE	On 17th Apr.
JAPAN	TJINORAS	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	On 30th inst.
TIENTSIN	SHENGKING	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	To-day, at Noon.
TIENTSIN & WEIHAIWEI	CHIPSHING	Brit. str.	—	H. G. N. Walker	JARDINE, MATHESON & Co., LD	To-morrow at D'light.
AMOY & SHANGHAI	LINAN	Brit. str.	1 m.	E. J. Pottinger	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	Kobayashi	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, KOBE & YOKOHAMA	FUSHIMI MARU	Jap. str.	—	...	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
SHANGHAI	WOSANG	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & Co. LD	To-morrow, at Daylight.
SHANGHAI, MOJI & KOBE	ITOLA	Brit. str.	—	R. S. B. Butler	DAVID SASSOON & Co., LTD	On 16th inst.
SHANGHAI	SHANTUNG	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MALTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 17th inst., at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 29th inst.
SHANGHAI, KOBE & YOKOHAMA	PORTHOS	Fran. str.	—	...	MESSAGERIES MARITIMES	About 19th Apr.
TAMSUI & KEELUNG VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Murakami	OSAKA SHOSEN KAISHA	On 19th inst., at Noon.
ANPING VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Thomson	DOUGLAS LAPRAIK & Co.	To-day, at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	On 17th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAIHONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 21st inst., at 2 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	W. M. Mesnye	JARDINE, MATHESON & Co., LD	On 18th inst., at 3 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD	On 25th inst., at 3 P.M.
BOMBAY via S'POEE, PORT S'HAM, PENANG & COLOMBO	LUZON MARU	Jap. str.	—	T. Miyata	OSAKA SHOSEN KAISHA	To-morrow, at 7 A.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	YETOROFU MARU	Jap. str.	—	...	NIPPON YUSEN KAISHA	On 23th inst.
SINGAPORE, PENANG & CALCUTTA	FOOSHING	Brit. str.	—	W. D. Welsh	JARDINE, MATHESON & Co., LD	On 16th inst. at 3 P.M.
SINGAPORE, PENANG & CALCTTA	SUISANG	Brit. str.	—	...	JARDINE, MATHESON & Co. LD	On 17th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	P. Knight	JARDINE, MATHESON & Co., LD	On 21st inst., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	S. Fujino	NIPPON YUSEN KAISHA	On 22nd inst.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co. LD	On 25th inst., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIPANAS	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	On 26th inst.
HOIHOW & HAIPHONG	KAIFONG	Brit. str.	1 m.	J. B. Evans	BUTTERFIELD & SWIRE	To-day, at Noon.
HAIPHONG	LOKSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., LD	On 22nd inst., at D'light
SANDAKAN	MAUSANG	Brit. str.	—	G. H. Alcock	JARDINE, MATHESON & Co., LD	On 13th inst., at Noon.
SANDAKAN	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON Co. LD	On 25th inst., at Noon

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

	FOR	STEAMERS	TO SAIL
†	SHANGHAI	"WOSANG"	Wed'day, 15th Mar., D'light.
*	TIENTSIN & WEIHAIWEI	"CHIPSHING"	Wed'day, 15th Mar., D'light.
*	SINGAPORE, PENANG & CALCUTTA	"FOOSHING"	Thursday, 16th Mar., 3 P.M.
*	SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Friday, 17th Mar., 3 P.M.
‡	SANDAKAN	"MAUSANG"	Saturday, 18th Mar., Noon.
*	MANILA	"YUENSANG"	Saturday, 18th Mar., 3 P.M.
*	SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 21st Mar., 3 P.M.
	HAIPHONG	"LOKSANG"	Wed'day, 22nd Mar., D'light.
‡	SANDAKAN	"HINSANG"	Saturday, 25th Mar., Noon.
*	SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 25th Mar., 3 P.M.
*	MANILA	"LOONGSANG"	Saturday, 25th Mar., 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo Tientsin, Dalny, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 14th March, 1916. GENERAL MANAGERS. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215. AGENTS

Hongkong, 16th April, 1915. [24

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No 215 Sub. Ex. 10
Hongkong, 26th October, 1915. 23

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

(PACIFIC SERVICE.)

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" REDUCED FIRST CLASS FARES.

"MONTEAGLE" INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF RUSSIA"	22 MAR.	"EMPRESS OF RUSSIA"	17 MAY.
"EMPRESS OF JAPAN"	5 APR.	"EMPRESS OF JAPAN"	31 MAY.
"EMPRESS OF ASIA"	19 APR.	"EMPRESS OF ASIA"	14 JUNE
*"MONTEAGLE"	25 APR.	*"MONTEAGLE"	28 JUNE.

* Calls at MOJI instead of NAGASAKI.

For further information, Sailings, Guide Books, etc., please apply to

J. H. WALLACE,
GENERAL AGENT.

[110

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG,	connecting with	FROM COLOMBO
28th March.	"GUJARAT"	8th April.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording [the Quickest Freight Transport from the ORIENT to SOUTH AFRICA]

PROPOSED SAILING

From Hongkong ... S.S. "MADAWASKA" ... 30th March.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

90

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP Co., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	"KEELUNG"	... On 15th April.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
OR TO REES & Co., CANTON.
GENERAL AGENTS

Hongkong 12th January, 1916. 104

VESSELS ON THE BERTH

CANADIAN PACIFIC OCEAN SERVICES, LTD.

(PACIFIC SERVICE).

THE Steamship

"EMPRESS OF RUSSIA"

will be despatched from Hongkong at NOON on

WEDNESDAY, 22ND MARCH.

for VANCOUVER via Usual Ports of Call.

For Passage Fares, Freight Rates, etc., please apply to—

J. H. WALLACE,
General Agent.

Hongkong, 10th March, 1916. [396

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMOEICAN, CONTINENTAL, AND SOUTH AFRICA PORTS

THE Steamship

"NOVARA,"

Captain H. R. Hetherington, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 24th March, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s S.S. "MALWA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per S.S. "KAISAR-I-HIND," due in London about the 7th May, 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR,
Acting Superintendent.

Hongkong, 10th March, 1916. [1

NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LIMITED COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Motor-ship

"CHILE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th inst., at 10 A.M.

All Claims must reach us before the 21st inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THORESEN & Co.,
Agents.

Hongkong, 7th March, 1916. [389

NIPPON YUSEN KAISHA.

S.S. "FUSHIMI MARU."

CONSIGNEES of Cargo per this Company's S.S. "FUSHIMI MARU" are hereby informed that the said Steamer on her voyage from London grounded at Gravesend on the Thames on 21st January last and was afterwards refloated. The expenditure incurred in this connection is now to form a subject of General Average contribution, and Consignees are, therefore, requested to call at the NIPPON YUSEN KAISHA Office to sign the Average Bond as well as to send in "Pro Forma Account Sales" of their goods in duplicate, duly signed, before the Bills of Lading can be countersigned by the NIPPON YUSEN KAISHA for delivery on arrival of the said ship here on MONDAY, the 13th March, 1916.

NIPPON YUSEN KAISHA,
T. KUSUMOTO,
Manager.

Hongkong, 11th March, 1916. [410

S.S. "POLYNESIEN."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 14th March, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 17th March, or they will not be recognized.

All damaged packages will be examined on Tuesday, 14th March, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 8th March, 1916. [2

P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA Capt. C. C. Talbot, R.N.R.	3 P.M. 17th Mar.	Freight and Passage.
LONDON and BOMBAY VIA USUAL PORTS OF CALL	*NOVARA* Capt. H. R. Setherington, R.N.R.	3 P.M. 24th Mar.	*See Special Advertisement*
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAGOYA Capt. A. B. Garwood, R.N.R.	About 29th Mar.	Freight and Passage
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. D. Astury	About 3 th Mar.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to —

E. V. D. PARR,
Acting Superintendent. [1

Hongkong, 14th March, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
TIENTSIN	"SHENGKING"	On 14th Mar., Noon.
HOIHOW & HAIPHONG	"KAIFONG"	On 14th Mar., Noon.
MANILA, CEBU and ILOILO	"CHINHUA"	On 14th Mar., 4 P.M.
AMOY and SHANGHAI	"LINAN"	On 14th Mar., 4 P.M.
SHANGHAI	"SHANTUNG"	On 16th Mar., 4 P.M.

DIRECT SAILINGS TOWEST RIVER Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 14th March, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Thomson	TUESDAY, 14th Mar., at 2 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 17th Mar., at 2 P.M.
"HAIHONG"	Capt. J. W. Evans	TUESDAY, 21st Mar., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 13th March, 1916. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA," 5,257 tons, Captain R. S. B. Butler will be despatched for SHANGHAI, MOJI and KOBE on 16th March.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 1st March, 1916. 27

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	14th Mar. 6th April	On 16th Mar., 11 A.M. On 8th Apr., 11 A.M. On 29th Apr., 11 A.M.
EMPIRE		
EASTERN		

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

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P. & O. S. N. CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
1916		about 1916	about 1916		1916	1916
Mar. 12	NOVARA ...	Mar. 20	Mar. 24	MALWA	April 23	April 30
Mar. 28	MALTA	April 3	April 7	KHIVA	May 8	May 15
April 9	§ NAGOYA ...	April 17	April 21	MOOLTAN	May 22	May 29
April 23	NAMUR	May 1	May 5	KASHGAR	June 5	June 13
May 7	NANKIN	May 15	May 19	KAISARIA	June 19	June 26
May 21	NOVARA ...	May 29	June 2	KASHMIR	July 3	July 10
June 4	MALTA	June 12	June 16	KHYBER	July 17	July 24
June 18	NYANZA	June 25	June 30	MEDINA	July 31	Aug. 7

§ Takes Cargo to Marseilles and London via Bombay without transhipment.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

				LONDON		
1st Saloon	"A"	Accommodation	Single	£74.	Return	£111
	"B"	"	"	£68.	"	£102
2nd Saloon	"A"	"	"	£52.	"	£78.
	"B"	"	"	£48.	"	£72
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£70.	Return	£105
	"B"	"	"	£64	"	£95.
2nd Saloon	"A"	"	"	£50.	"	£75.
	"B"	"	"	£46	"	£69

IN ADDITION TO THE ABOVE MAIL STEAMERS (INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES

PROPOSED SAILINGS

STEAMERS.	Leave Y'HAMA.	Leave SHANGHAI	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES, if calling	Due at LONDON
	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916
NORE	Mar. 13	Mar. 23	Mar. 30	Apr. 4	May. 4	May. 11
NELLORE	June 19	June 29	July 5	July 11	Aug. 9	Aug 18
MONGARA	July 3	July 13	July 19	July 25	Aug. 23	Sept. 1

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARES TO LONDON:
1st Saloon £52 Single £87 Return. 2nd Saloon £42 Single: £63 Return
FARES TO MARSEILLES:
1st Saloon £54 Single. 2nd Saloon £40 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For further Particulars apply to—

E. V. D. PARR,
Acting SUPERINTENDENT.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES AND DISPLACEMENT	
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFFE ...	§ MIYAZAKI MARU Capt. Terashaka	16,000	SUNDAY, Mar., at Noon	26th
	§ KITANO MARU Capt. F. E. Orpe	16,000	THURSDAY. Apr., at Noon.	6th
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ YOKOHAMA MARU Capt. Shinobe	12,500	WED'DAY, Mar., at Noon.	15th
	§ SADO MARU Capt. Murasumi	12,500	TUESDAY, Apr., at Noon.	4th
SYDNEY and MELBOURNE, VIA MANILA, BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ TANGO MARU Capt. Takano,	13,500	TUESDAY. Mar., at 4 P.M.	14th
	§ NIKKO MARU Capt. Takeda	9,600	FRIDAY, Apr., at 4 P.M.	14th
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	CEYLON MARU Capt. S. Fujino	10,000	WEDDAY. Mar	22nd
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	YETOROFU MARU Capt. ——	8,000	TUESDAY, Mar.	28th
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Kobayashi	8,000	TUESDAY, Mar.	14th
SHANGHAI, KOBE and YOKOHAMA	COLOMBO MARU Capt. Nomura	8,000	FRIDAY, Mar.	24th
NAGASAKI, KOBE and YOKOHAMA				
SHANGHAI, KOBE and YOKOHAMA	§ FUSHIMI MARU Capt. ——	16,000	TUESDAY, Mar., at 10 A.M.	14th

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st	Single	Yen	600.	To Marseilles	1st	Single	Yen. 550.
" "	"	Return	"	900.	" "	"	Return	" 825.
" "	2nd	Single	"	400.	" "	2nd	Single	" 360
" "	"	Return	"	605.	" "	"	Return	" 550

To London, Southampton, Liverpool via New York £90.13.0
" " " Montreal £80.3.0
To Victoria, Vancouver, Seattle, 1st Single £50.
" " " 1st Return £45.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" " 1st Return £72. " " 1st Return £73.15.
To Yokohama, 1st Return $150. To Kobe, 1st Return $125
" 2nd $90. " " 2nd " $83

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to —

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1541. 5

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong.
SHINYO MARU	22,000—21 knots	... TUES., 14th Mar.
KWANTO MARU ...	6,000 — 14 knots	... WED'DAY, 29th Mar., Noon.
CHIYO MARU	22,000—21 knots	... SAT., 8th April
TENYO MARU	22,000—21 knots	... WED., 3rd May.

* Cargo only. † Via MANILA. Omitting Shanghai.
‡ Proceeding to South America Ports.
Steamer via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO
THENCE BY
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291. [215

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	To Sail.
SHANGHAI, KOBE AND YOKOHAMA (Without Transhipment)	PORTHOS ...	On 19th April

HOMEWARD

MARSEILLES VIA SAIGON and PORTS (Without Transhipment)	AMAZONE ...	On 23rd March.
	POLYNESIEN ...	On 1st April.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740 3

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA MANILA, MOJI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer	Captain	Leaving
"TACOMA MARU" ...	T. Hamada ...	THURSDAY, 23rd Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer	Captain	Leaving
"LUZON" MARU ...	T. Miyata ...	WED'DAY, 15th Mar., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Murakami ...	SUNDAY, 19th Mar., at Noon.

FOR ANPING VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"OSHU MARU" ...	A. Kobayashi ...	WED'DAY, 15th Mar., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI
MANAGER,
Second Floor, No. 1, Queen's Building.

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10A DES VOEUX ROAD, HONGKONG.

POST OFFICE NOTICE.

Duty may now be prepaid on parcels for Australia. Particulars may be obtained at the parcel counter of the General Post Office.

INWARD MAILS.

From	Per	Date
Australia	*Empire*	14th March.
Europe (London 9th Feb., via Siberia) ...	*Chenan*	15th March.
Europe (English Mail)	*Malta*	16th March.
...		
...		
...		
...		
...		

OUTWARD MAILS.

For	Per	Date
Haiphong and Hoihow	*Taiwan Maru* ...	Tuesday, 14th, 9.00 A M
Japan via Moji	*Banri Maru*	Tuesday, 14th, 10.00 A M
Tientsin	*Shengking* ...	Tuesday, 14th, 10.00 A M
Hoihow and Haiphong	**Choisan Maru* ...	Tuesday, 14th, 10.00 A M
Philippine Islands	‡*Karimoon* ...	Tuesday, 14th, Registration... 9.15 A M, Letters ... 10.00 A M
Japan via Nagasaki, Canada, North and South America, via San Francisco, and United Kingdom via Canada ...	*Shinyo Maru* ...	Tuesday, 14th, Registration... 11.00 A.M, Letters ... Noon
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, North-South America via San Francisco, and United Kingdom via Canada (EUROPE via SIBERIA) {Shanghai, Brit. P.O. Saturday, 18th Mar.}	*Hanlan* ...	Tuesday, 14th, 1.00 P M
Swatow, Amoy and Foochow	*Fango Maru*	Tuesday, 14th, Registration ...2.15 P M, Letters ... 3.00 P M
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island	**Chinkua* ...	Tuesday, 14th, 3.00 P M
Philippines Islands	**Liman* ...	Tuesday, 14th, 3.00 P M
Shanghai and North China	*Fushimi Maru*	Tuesday, 14th, Registration ... 2.15 P M, Letters ... 3.00 P M
Shanghai, North China and Japan via Kobe (EUROPE via SIBERIA) {Shanghai Brit. P.O. Saturday, 18th Mar.}	*Chipshing* ...	Tuesday, 14th, 5.00 P M
Weihaiwei and Tientsin	**Woosang* ...	Tuesday, 14th, 5.00 P M
Shanghai and North China	*Seshu Maru* ...	Wednesday, 15th, 9.00 A M
Swatow, Amoy, Formosa via Takao & Anping Shanghai, North China and Japan via Moji, Victoria, B.C., Seattle, and United Kingdom via Canada ... (EUROPE via SIBERIA) {Shanghai Brit. P.O. Saturday, 18th Mar.}	*Yokohama Maru*	Wednesday, 15th, Registration ...10.15 A M, Letters 11.00 A M
Australia, Tasmania, New Zealand, and New Guinea via Thursday Island ...	*St. Albans*	Thursday, 16th, Registration... 9.15 A M, Letters 10.00 A M
Hoihow and Haiphong	*Hongkong* ...	Thursday, 16th, 11.00 A M
Shanghai, North China and Japan via Moji ...	**Itola* ...	Thursday, 16th, 11.00 A M
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA, ...) {Shanghai Brit. P.O. Monday, 20th Mar.}	*Shantung* ...	Thursday, 16th, Registration ... 2.15 P M, Letters ... 3.00 P M
Swatow, Amoy and Foochow	*Haiching* ...	Friday, 17th, 1.00 P M
Shanghai, North China, and Japan via Moji (EUROPE via SIBERIA) ... {Shanghai British P.O. Monday, 20th Mar.}	*Malta* ...	Friday, 17th, Registration ... 1.15 P M, Letters ... 2.00 P M
Swatow, Amoy and Formosa via Tamsui ...	*Keifo Maru* ...	Sunday, 19th, 9.00 A M
Swatow, Amoy and Foochow	*Hai Hong* ...	Tuesday, 21st, 1.00 P M
Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe ...	*Amasone* ...	Thursday, 23rd, Registration... 3.15 P M, Letters 4.00 P M
Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe The Parcel Mail will be closed on Thursday, 23rd Mar., at 5 P.M. ...	*Novara* ...	Friday, 24th, Registration... 1.15 P M, Letters ... 2.00 P M

* Superscribed correspondence only
‡ Superscribed correspondence only for places other than Japan.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M.	9.00 A.M
Cheung Chow	4.00 P.M.	—
Shataukok, Shatin and Sheunghui ...	2.00 P.M.	—
Aberdeen, Autau Ping Shan, Sai Kung Santin, Stanley	4.00 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	6.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M.	8.15 A.M
Kongmoon	Except Saturdays 6.00 P.M	9.00 P.M
Nantau and Sanmei	10.00 A.M	9.00 A.M.
Shamchun	4.00 P.M.	

From Sheungwan Western Branch P.O.

For	On Week-Days	On Sundays & Holidays
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmoon	3.15 P.M.	6.15 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

WM. C. JACK & CO., LTD.,

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ELECTRO-PLATING AND REPAIR WORKSHOPS:

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The Electro-Plating Works laid down some years ago have proved a distinct success, both in the high quality of work expeditiously turned out and also in the fact that our clients are saved considerable delay and HEAVY EXPENSE in sending home tarnished metal ware for replating.

This VARIABLE and ~~DAMP CLIMATE~~ will cause both silver and electro-plated metal to tarnish, therefore *why* allow such eyesores, when it is possible to make equal to new at small cost.

The Workshop Plant has recently been considerably enlarged with additional facilities for BRONZING, ANTIQUE COPPER, OXYDIZED SILVER and other fancy finishes.

SHIPS' FITTINGS.

It is hardly necessary to dilate on the great convenience to shipping firms, in the knowledge that Saloon, Cabin or Dock Fittings, dinner services, etc., can be made equal to new in the shortest time at reasonable cost.

HOUSE AND SHOP FITTINGS.

Dinner Services, Ornaments, Shop Rails and Fittings, etc., all need attention in the course of time, and the benefits of local remedy again appeal strongly.

GOLF CLUBS.

Cleaned and burnished on the shortest notice.

OFFICERS' SWORDS.

Polished and Plated. [30

COMMERCIAL.

CLOSING QUOTATIONS.

March 13th.

On London:—	
Telegraphic Transfer	1/11⅛
Bank Bills, on demand	1/11⅜
Bank Bills, at 30 days' sight	1/11⅜
Bank Bills, at 4 months' sight	1/11⅝
Credits, at 4 months' sight	2 -
Documentary Bills 4 months' sight	2/-⅛
On Paris:—	
Bank Bills, on demand	272½
Credits, at 4 months' sight	283
Germany:—	
On demand	nom.
New York:—	
Bank Bills, on demand	46⅛
Credits, at 60 days' sight	nom.
On Bombay:—	
Telegraphic Transfer	nom.
Bank, on demand	144⅛
On Calcutta:—	
Telegraphic Transfer	nom.
Bank, on demand	144⅛
On Shanghai:—	
Bank, at sight	72⅜
Private, 30 days' sight	nom.
On Yokohama:—On demand	9⅛
On Manila:—On demand—Peso=	93
On Singapore:—On demand	82⅛
On Batavia:—On demand	109⅛
On Haiphong:—On demand	3½% p.m.
On Saigon:—On demand	3 % p.m.
On Bangkok:—On demand	70⅛
Sovereigns, Bank's Buying Rate	$10.25 s.
Gold Leaf, 100 fine, per tael	$58.90
Bar Silver, per oz	27d.

Subsidiary Coins.

	per cent.
Hongkong 20 cents pieces...	$ 8.12 discount.
Hongkong...10 " ...	$ 8.14 "
Canton..... 20 " ...	$16.35 "
Canton..... 10 " ...	$16.00 "



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THE OLD FAVOURITE.

[17

SHARE LIST.—QUOTATIONS.

Hongkong, 13th March, 1916.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on Basis of Last Div'd.
Banks,—					
Hongkong & S'hai. Bank. Corporation	125,000	$125	all	{$790 / L'don}	6 p.c.
China Borneo Company, Limited	60,000	$10	all	$10½, buyers	8½ p.c.
China Light and Power Company, Ltd.	50,000	$5	all	$4.60	7 p.c.
China Provident, Loan & Mortgage Co., Ltd.	50,000	$10	all	$9.30	
Cotton Mills,—	40,000	Tls. 50	all	T. 92, buyers	
S'hai Cotton Manufacturing Co., Ld.	100,000	Tls. 10	all	T. 14, buyers	5½ p.c
Kung Yik Cotton S. & W. Co., Ld.	10,000	Tls. 75	all	Tls.	
International Cotton Manufg Co., Ltd.	6,000	Tls. 100	all	Tls.	
Laou Kung Mow Cotton S. & W. Co., Ltd.	20,000	Tls. 50	all	Tls.	
Soeychee Cotton S. & W. Co., Ltd.	30,000	Tls. 50	all	Tls. 150, buyers	8½ p.c.
Ewo Cotton Spin'g. & Weaving Co., Ltd	40,000	$75	65	$30, buyers	
Dairy Farm Company, Limited					4½ p.c.
Docks and Wharves,—	60,000	$50		$71½	3½ p.c.
H'kong. & Kowloon Wharf & G. Co., Ltd	50,000	$5.	all	$103½ (old), sal. (new)	
H'song. and Wusampoa Dock Co., Ltd	55,700	Tls. 100	all	T 65½	
S'hai. Dock and Engineering Co., Ltd.	100,000	Tls. 6	all	Tls.	
New Engineering & S. B. Works Ltd.	50,000	Tls. 100	all	Tls. 93	
S'hai. and Hongkew Wharf Co Ltd.	400,000	$10	all	$10.15, sal./10.20	6½ p.c.
Green Island Cement Co., Limited	60,000	$10	all	$14, buyers [sal.	4½ p.c.
Hongkong Electric Co., Limited	20,000	$50	all	$113½	4½ p.c.
Hongkong Hotel Company, Limited	6,500	$25	all	$180 [buy	6 p.c.
Hongkong Ice Company, Limited	60,000	$10	all	$11, sal. & sel./40	4½ p.c.
Hongkong Rope Manufacturing Co., Ltd.	325,000	$/-	all	$3.65, buyers	5½ p.c.
Hongkong Tramway Co., Ltd.					5½ p.c.
Insurances,—	10,000	$250	$50	$422½, buyers	5½ p.c.
Canton Insurance Office Co., Limited	20,000	$100	$25	$162, buyers	6½ p.c.
China Fire Insurance Co., Limited	5,000	$250	$50	$415, buyers	5½ p.c.
Hongkong Fire Insurance Co., Ltd.	10,000	£15	£3	Tls. 180, buyers	
North-China Insurance Co., Limited	45,000	$40	$10	$975	
Union Insurance Society, Limited	14,000	$100	$6.	$260, @ Ex 73	6½ p.c.
Yangtsze Insurance Association Ltd					
Lands and Buildings,—	50,000	$10.	all	$104, sellers	
H'kong. Land Invest. Agency Co., Ltd	10,000	$100	all	$99	6½ p.c.
Hongkong Central Estate, Ltd.	20,000	$10	$7.	$2 0	7½ p.c.
Hongkong Land Reclamation Co.	100,000	$10	all	$6½, buyers	
Humphreys' Estate and Finance Co., Ltd	9,000	$50	$5	$37½	6 p.c
Kowloon Land and Building Co., Ltd.	70,000	Tls. 50	all	Tls. 107	
Shanghai Land Investment Co., Ltd.	12,500	$50	all	$87, sales	
West Point Building Co., Limited	250,000	Gds. 10	all	Tls. 38½, sal. & sel.	
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat					
Mining,—	1,000,000	£1	all	35/-, buyers	
Ural Caspian Oil Corpn., Ltd.	1,000,000	£1	all	29/-	
Chinese Engineering and M. Co., Ltd.	200,000	£1	all	$3½	7 p.c
Raub Australian Gold Mining Co., Ltd	100,000	£1	all	30/-, buyers	
Tronoh Mines, Limited	25,000	$10	all	$10, buyers	
Peak Tramways Co., Limited	50,000	$10	$1	$0.85, buyers	
Refineries,—	20,000	$100	all	$142, buyers	
China Sugar Refining Co., Limited	7,500	$100	all	$44	5 p.c
Luzon Sugar Refining Co., Limited					4½ p.c.
Steamship Companies,—	20,000	$50	all	$133, sales	
Douglas Steamship Co., Limited.	60,000	$15	all	$13, buyers	
S'hong., Canton & Macao S.B. Co., Ltd	60,000 pfs. 60,000 def.	$5	all	{comb. $182½ / pref. 48, / def. 13½, sal. & buy.	7½ p.c.
Indo-China Steam Navigation Co. Ltd	4,047,6[illegible]	£1	all	93/-, buyers	4½ p.c.
Shell Transport & Trading Co., Ld	40,000	$10	all	$19, buyers	
Star Ferry Company, Limited	6,000	$25	all	$2[illegible]	7½ p.c.
South China Morning Post, Limited	20,000	$5	all	$3½	
Steam Laundry Company, Limited					7 p.c.
Stores and Dispensaries.—	2[illegible],000	£7	all	$[illegible], buyers	9 p.c.
Powell, Wm., Limited	90,000	$10	all	$7, buyers	6 p.c.
Watson & Co., A. S., Limited	50,000	$10	all	$15½	
Union Waterboat Co., Limited					

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896.	Tls 767,200.	Tls. 250	7% p. annum	Par.

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Hongkong Daily Press Office

Price:

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Paper 0.80

Hongkong, 21st December, 1915.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000

Reserve Funds:—

Sterling £1,500,000, at 2/- = $15,000,000

Silver $18,000,000

$33,000,000

Reserve Liability of Proprietors $15,000,000

Court of Directors

W. L. Pattenden, Esq.—Chairman.

S. H. Dodwell, Esq.—Deputy Chairman.

G. T. M. Edkins, Esq. | Hon. Mr. D. Landale.

C. S. Gubbay, Esq. | J. A. Plummer, Esq.

Hon. Mr. P. H. Holyoak. | Hon. Mr. E. Shellim.

Chief Manager:

Hongkong—N. J. Stabb, Esq

Manager:

Shanghai—A. G. Stephen, Esq.

London Bankers:

London County and Westminster Bank, Limited.

Hongkong Interest Allowed.

On Current Account at the rate of Two per cent. per annum on the Daily Balance

On Fixed Deposits,

For 3 months, 2½ per cent. per Annum.

" 6 " 3½ " "

" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, 21st February, 1916. [9

THE BANK OF CHINA GOVERNMENT BANK

(Specially authorised by Presidential Mandate of 15th April, 1913.)

Authorised Capital $60,000,000

Paid-up Capital $10,000,000

HEAD OFFICE.—PEKING.

BRANCHES AND SUB-BRANCHES.

Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tongshan Luanhsien, Tsanghsien, Hsingtai. Hangchow: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. Kaifeng: Changteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. Taiyuan: Yunsheng. Foochow. Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung. Canton. Kumiyang. Peking Kwaihua, Suiyuancheng, etc., etc.

CANTON BRANCH

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange

Hongkong, 13th October, 1914. [171

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital... £1,200,000

Reserve Fund £1,800,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON
Manager.

Hongkong, 8th June, 1914. [128

BANKS

THE BANK OF TAIWAN, LIMITED.

(Incorporated by Special Imperial Charter).

Capital Subscribed Yen 20,000,000

Capital Paid-up " 12,500,000

Reserve Funds " 4,150,000

President: Tetsutaro Sakurai, Esq.

Vice-President: Kojuro Nakagawa, Esq.

Directors.

Ietoshi Sada, Esq.

Kyuroku Yamanari, Esq

Shingo Minami, Esq.

HEAD OFFICE

TAIPEH, FORMOSA (TAIWAN).

Branches and Agencies.

Akou	Kagi	Makung	Tainan
Amoy	Karenko	Osaka	Taito
Canton	Keelung	Shangha	Takow
Foochow	Kiukiang	Singapore	Tamsui
Hiran	Kobe	Shinchiku	Toyen
Hongkong	London	Swatow	Tokyo

London Bankers:—

Correspondents at Cheribon Chosbus, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden Moji, Nagasaki, Nagoya, Semarang, Seoul Shimonoseki, Soerabaya, Tientsin, Yokohama Zamboanga, Haiphong, Hanoi, Saigon, Bangkok

HONGKONG OFFICE:

3, Des Vœux Road.

The Bank Transacts Every Description of General Banking and Exchange Business.

Interest allowed on Current Accounts and Fixed Deposits.

T. KIKUCHI,
Manager.

Hongkong, 10th February, 1916. [93

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London.

Authorised Capital	£1,500,000
Subscribed "	1,125,000
Paid-up "	562,500
Reserve Fund	500,000

Bankers:

The Bank of England.

The London Joint Stock Bank, Limited.

Branches

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

Hongkong Branch.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

Hongkong, 9th September, 1915. [78

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cents per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,

S. J. STABB,
Chief Manager.

Hongkong, 2nd November 1914. [10

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